

[English]

SHRI SRIBALLAV PANIGRAHI (Deograh) : He is deeply thinking about the deterioration of Parliament that they have brought about. (*Interruptions*)

MR. CHAIRMAN: Now, please let us continue the Business.

[Translation]

SHRI SURYA NARAYAN YADAV (Saharsa) : Sir it is not so. The hon. member was so tired that he was taking a deep rest.

SHRI CHANDU LAL CHANDRAKAR (Durg) : A man's action is guided by his nature.

15.21 hrs.

[English]

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAY) 1993-94 —Contd.

AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS)—1989-90.

MR. CHAIRMAN: We shall now take up further discussion on the Demands for Supplementary Grants in respect of the Budget (Railways) for 1993-94 and Demands for Excess Grants in respect of the Budget (Railways) for 1989-90.

SHRI SANDIPAN BHAGWAN THORAT (Pandharpur) : Mr. Chairman Sir, I rise to support the supplementary demands presented by the hon. Railway Minister.

At the very outset, I must congratulate the Railway Minister for providing conversion of meter-gauge into broad-gauge the Sholapur-Hotagi-Gadag Railway Line because this pertains to my district. So I must congratulate him for taking this 6,000 km. new work which he has promised in the last year's Budget.

Sir, while congratulating him, I would also like to apprise him about the resentment which was there in Pandharpur because of the

Miraj-Latur broad gauge work which he has started in September 1992 at Latur.

Pandharpur is my constituency and people of my area are agitating that this work actually should have been started from Pandharpur instead of Latur. Much criticism has come in the papers also when the hon. Minister went to inaugurate that programme along with the Chief Minister. I would request the hon. Minister that this work should not be hampered while making additional provisions into the red.

Miraj-Latur section is a very important section. Pandharpur is a religious place. People from all over the country visit Pandharpur and the *Yatris* are very much disturbed. So I would request you that this work should be done in two phases. One from Latur to Kurduwadi and second from Pandharpur to Kurduwadi. Then the whole track will be covered in a broad gauge and the people coming from all over the country will be in a position to travel in one stroke to Pandharpur which is a religious place.

Sir, the criticism that has appeared in the papers, I will hand over copy of that paper to you, it will be seen from that, what the people of Pandharpur are thinking about this. So I seek your assurances that Miraj-Latur Section will be covered in two parts, i.e., from Latur to Kurduwadi and from Pandharpur to Kurduwadi. Pandharpur-Kurduwadi work should be started from Pandharpur only because the people of that area very much agitating.

Secondly, I would like to say something about Item No. 5, i.e. about the Indian Railway Construction Company Ltd. "provision for purchase of aircraft."

An amount of Rs. 15 crore has been provided for this purpose. I would suggest that instead of providing this amount for purchasing or for exigencies like accidents, etc., the hon. Minister may consider taking an aircraft on hire from the Indian Airlines or to manage by some other means. He may consider this suggestion.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): It works out to be costly.

SHRI SANDIPAN BHAGWAN THORAT: It is my submission. Instead of purchasing an aircraft the hon. Minister can think of investing the money on something else. Conversion into broad gauge is a good scheme, I agree, for which the hon. Minister must be congratulated. I must congratulate him for that. So, instead of spending the money on purchase of aircraft, this amount may be utilised for gauge conversion.

With these words I conclude.

[Translation]

SHRI RAMPAL SINGH (Domariaganj): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. I rise to speak on the Additional Demands for the year 1988-89 and the Supplementary Demands for year 1993-94. I am also grateful to the hon. Minister who has decided to take the project of converting the narrow gauge from Gorakhpur to Lucknow into broad gauge in the first phase. The project is likely to start next year. I would also like to submit that my constituency is Siddharth Nagar and the name of the Railway Station there is Naugarh. I have requested the hon. Minister of Home Affairs time and again to change the name of the station, because it is a Buddhist place and the tourists find it difficult to reach there. But I regret to say that the hon. Minister of Home Affairs informed me in writing that since the word 'Siddharth Nagar' propagates religious feelings, it is not possible to change the name. My submission is that since the word 'Siddharth Nagar' symbolises Gautam Buddha, therefore the name of the station should also be kept 'Siddharth Nagar'. It is a backward area of eastern Uttar Pradesh having border with Nepal. There was an inter-city train from Gorakhpur to Lucknow, which has been withdrawn from the 1st of July. Another train from Kanpur to Barauni has also been withdrawn. The number of trains is being increased everywhere but decreased in this area. Local residents gheraoed, stopped trains and staged demonstrations. I wrote a letter also to this effect, but of no avail.

So far as the question of demands is concerned, I would like to know the head from which the funds allocated in the year 1989-90 had been taken? While submitting Supplementary Demands for the year 1993-94 it

has been said that an aeroplane would be purchased for immediate arrival at the site of accident. At present whenever there is any emergency, our military aircrafts are made available. Ours is a poor country and there is a vast scope to bring about an improvement in Railways so as to facilitate the railway passengers. At present there is no appropriate arrangements for drinking water at railway stations and potable water is not available there. My submission is that instead of purchasing aeroplanes the Government should spend the money to provide adequate facilities to the passengers.

With these words I conclude.

SHRIMATI SAROJ DUBEY (Allahabad): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to express my views on the Demands for Grants and Supplementary Demands. I am also thankful to the hon. Minister of Railways for taking the initiative to convert the narrow gauge from Varanasi to Allahabad into broad gauge. This would provide great facility to the railway passengers of our area. Therefore, I would like to express gratitude on their behalf. However, only gauge conversion will not be suffice. My submission is that the distance between the Allahabad Junction and Rambagh Junction is 8 Km. The passengers arriving there by trains from north-eastern states, sometimes in the late night and sometimes during the early hours of day—have to face a great inconvenience in arriving at the main railway station. They are forced to pay heavy charges to rickshaw pullers or sometimes they have to part with their luggage during late night hour. Therefore, I would like that the Rambagh railway station may be connected with the main railway station so that the passengers from north-eastern regions may arrive there direct and catch the next train to reach their destinations. This would lessen the inconvenience to the passengers. With regard to the ongoing gauge conversion between Allahabad and Varanasi, I would like to submit that there are three routes to go from Allahabad, Rambagh railway station to Varanasi—one is via Janghai, another via Mirzapur and the third is via Handia. The total distance via Handia comes to about 110 Km. If the line is doubled at the time of gauge conversion, the purpose of this conversion would be fulfilled. At the

same time electrification may also be done so that electric trains may also operate. This would make the journey of the passengers from north-eastern states comfortable.

The construction of railway over-bridges should always be time bound. Construction work of a railway bridge in Chaufatakan Subedarganj in Allahabad had started. It is already about 5 years since then. About 10,000 vehicles pass through and innumerable pedestrians walk on the way. The railway Crossing has been closed for constructing this over bridge. As a result of which the passers-by have to cover an extra distance of 8 kms everyday. However, the construction work was suspended all of a sudden about two and half years ago. The debris is lying scattered there and the crossing gate is closed. The pillars raised there for the overbridge are rather causing inconvenience. The Government should somehow or the other manage for completing this task because the public life has become upset. School going children are also facing great inconvenience. It has also become accident prone. Therefore, the Government should get the work completed soon.

The then Minister of Railways, Shri Janshwar Mishra had laid the foundation stone of the Rail Yatri Niwas in Allahabad. But, no construction work has since been started. Allahabad, is an important city, from educational, political and cultural point of view and when a Union Minister of Railways had laid the foundation stone of the Rail Yatri Niwas, it is the duty of the Government to fulfil the long standing demand of the people of Allahabad so that they may avail the facility of this Rail Yatri Niwas. There were nine Zonal Offices in all. The new Zonal Offices mentioned in RRC included the names of Allahabad and Jabalpur. Now, a decision has been taken to exclude Allahabad and include Bangalore in this list. Allahabad is a central place. Therefore, it should not be neglected, rather priority should be given to construct the zonal office in addition to the Headquarters in Allahabad. There are four stations in Allahabad. Naini is one junction and comes under one division while Prayag under the other, similarly Rambagh comes under Varanasi division. If zonal office is opened at Allahabad station, the

local residents would get job opportunities and the functioning of railway would become smooth. It has been a long standing demand of Allahabad and a motion has already been passed to this effect and when the RRC Committee has already recommended, the Government must open the zonal office there. Three important trains on the route from Patna to Madras operate via Naini without touching Allahabad junction. The train from Varanasi to Cochin operate twice in a week and the train from Guwahati to Bombay operates once in a week. These three important trains should be made via Allahabad junction. Pilgrims from all over the county come to Allahabad and have a holy dip in the Sangam at the time of 'Kumbha Mela'. Similarly innumerable people gather there every year on the occasion of 'Magh Mela'. Therefore, important trains must operate through big stations so that the pilgrims do not face any inconvenience in arriving at their destination. Earlier also, I had requested to start a direct train from Allahabad to Agra and Bombay, because lot of people from Allahabad work in Bombay, whereas in Allahabad there is High Court. Thus, people from both the cities have to move from one place to the other and for which a direct train should be started from Allahabad to Bombay and Agra. Every year Demands for Grants are sanctioned thrice in a year but the passengers do not get facilities proportionately. The services of a doctor should be made available in 'Shatabdi Express' and 'Rajdhani Express' trains because if a patient happens to fall sick in the mid way the consequences may be serious. Therefore proper medical aid and the services of a doctor should be provided so as to treat the patient in time. 'Bombay Mail' had a halt in my constituency Shankargarh, which has been discontinued for the last one month though the area is a big silk trade centre. Agitations were also launched for the restoration of the facility. Since the Government had discontinued the halt on temporary basis, they should not only restore the halt of this train but also provide there a halt of Sarnath Express also. Three tier coaches have been converted into sleepers with a view to earn more revenue. But a middle class passenger who cannot afford heavy fare is not only feel harassed but also has to pay a fine of Rs. 50/- to Rs.500/- if he happens to enter the sleeper coach. It is an injustice. No

[Smt. Saroj Dubey]

important train has unreserved coaches in adequate number. People of poor sections travel only in these coaches. The passengers in trains like Amritsar Mail, Kalka Mail and Bombay Mail have to travel standing. So much so that women having luggage on their heads and children with them travel at their door steps or on in toilets. I would like the Government to pay attention towards providing facilities to the passengers. A few days ago, I had told the hon. Minister that we, the 22 Members of Parliament travelled in a special bogie attached to Lucknow Mail from Delhi to Lucknow. There were heaps of dirt and filth under every berth. The hon. Member, Dr. Tripathi was with us when we asked to get the place cleaned, they refused. It was only when we threatened to pull the chain that the coach was got cleaned. We argued that since it was an air-conditioned coach we should be provided bed roll, they refused. Again when the Members threatened to pull the chain, they removed the chain. Then we went to another coach and pulled the chain, after which the train stopped and we were provided bed rolls. We told them that Shri Shahabuddin was not well and that he should be provided with at least a blanket. They fulfilled the demand but with great reluctance. We had children with us who were shivering with cold. But bed rolls were not provided to all despite holding the train for about an hour. It is a country of common man. A large number of poor people travel by trains. Adequate arrangements should be made to keep cleanliness in trains, and the number of unreserved coaches should be increased so that the passengers can get seats after getting tickets. The situation should not deteriorate to the extent that the passengers, particularly women are forced to travel in toilets. If compared the goods trains are far better in which cattle are taken from one place to other comfortably.

I would also like to submit that all facilities are being diverted to South; particularly to Karnataka. Full concentration is focussed there. A little attention should be paid to Northern parts of the country also. The Government has curtailed railways facilities on one hand and increased the fare on the other. The commandants recruited in Railway Protection Force in 1979 are still working on adhoc basis and have not been confirmed

so far. The meetings of the Departmental Promotion Committee has not been convened for the last many years. The personnel of Railway Protection Force who look after the Railway property are living under mental tension because they are still working on adhoc basis. Therefore, attention should be paid to them also.

About 12 accidents might have taken place in a year on Tundla-Allahabad-Kanpur route. A disastrous accident of Rajdhani Express had also took place in which a large number of people lost their lives. Accidents are most frequent there because goods trains are stopped forcibly and are looted. Rajdhani Express collided with the goods train. The Government should look into this aspect also.

With these words I am thankful to you for giving me an opportunity to speak. I would also like to submit that not only railway facilities should be extended but the number of unreserved coaches should also be increased so that the poor people in particular may be benefited. The facilities should be increased in proportion to the increase in railway fare.

[English]

SHRI BASUDEB ACHARIA (Bankura): Mr. Chairman, Sir, the Minister of Railways has asked for Rs. 4 lakhs for... (*Interruptions*). For one conversion he has asked for only Rs. One lakh which is only a token amount which he has sought for sanction. The Railways have now adopted a policy of uni-gauge system and during the Eighth Five-Year Plan there is a proposal to convert 6000 kilometres of meter gauge line into broad gauge. The Minister will clarify whether this proposal for conversion is within the 6000 kilometres or this will be in addition to 6000 kilometres which the Railways have already planned for conversion. Sir, we have pointed out a number of times that the conversion is necessary because about 20000 kilometres of railway track are metre gauge or narrow gauge. But what is necessary is the expansion of railway network where there is increase in allocation for the gauge conversion and reduction for the construction of new railway lines. For the current year the total allocation for construction of new lines is only Rs. 187 crores. Last year it was Rs. 226 crores and about the programme of conversion also, what we find is utter

neglect in the eastern part of our country particularly West Bengal, Bihar and Orissa. Sir, in the current year... (*Interruptions*). In Tripura there is no railway line, it is only 30 kilometres. We have been demanding to connect Agartala with the railway line, but it has not been considered. For the current year West Bengal's share is only Rs. 5 crores. While replying to my Supplementary last week, what the Minister said was that the conversion was decided on the importance of the route, not by State-wise. But there are important routes in the State of West Bengal. Today a big delegation met the Railway Minister and we discussed with him for 40 minutes and we have been demanding, Sir, for the last several years the conversion. A very important line in the State is Bankura-Damodar Railway line. This line connects two important districts. One is the backward district of Bankura with a rich agricultural history, which is called the 'rice-bowl of West Bengal', i.e., Burdwan, and the other is to have a connection with Tarakeshwar by constructing a bridge over river Damodar. It is a very important line, Sir, because it passes through rural Bankura and caters to the needs of the people.

The management of this line was taken over from a private party and the taken over period will expire in 1996 unless it is extended. Our demand is to take up the conversion of this narrow gauge line into broad gauge line during the current action programme within the 6,000 kms. which are proposed to be completed from meter gauge or narrow gauge to broad gauge. There are other important lines in West Bengal like Bardhwan-Katwa and Shantipur-Navdweep, the birth place of Saitanya Maha Prabhu, which is only 10 kms. These 10 kms. have not been included in the 6,000 kms. which are proposed to be taken up. So, I would urge upon the Minister to include these important lines of West Bengal.

Sir, I have received a letter from the Railway Minister a few days back regarding one important conversion in the State of Orissa, that is, Rupsa-Bangripasa. In that letter he has stated that it has been included in the current action programme. He has also stated in his letter that on the completion of the survey, it is proposed to take up the conversion work after obtaining the con-

currence of the Planning Commission. I would like to know whether these 6,000 kms. conversion from meter gauge or narrow gauge to broad gauge which are proposed to be completed have received the concurrence of the Planning Commission. He has stated that this line has been included in the current action programme. I would also like to know whether it is a fact that without taking the concurrence of the Planning Commission, this line has been included in the action programme. He has to clarify this point because this is a very important project for the State of Orissa. So, I would again urge upon the Minister to consider all these important conversion projects along with gauge conversion of Sholapur-Gadag which is about 300 kms. All these projects will not exceed 300 kms., at the most it will be 200 or 230 kms.

Mr. Chairman, Sir, the Railway Minister has sought Rs. 50,000 for the fifth line for Bombay Suburban railway system. We realise the problems of the suburban traffic of Bombay, Calcutta, Madras and also Bangalore. But the problem of Calcutta suburban traffic is not less than Bombay, because we have been demanding an additional line between Howrah and Panskura and a third line from Panskura to Karagpur. We have also been demanding the doubling of Bangaon-Barasat line and elongation of the platform of Sialda Railway Station. We have been asking to have a new terminal at Shalimar, because the new Hooghly bridge has come up. In order to utilise the new Hooghly bridge for the dispersal of the traffic via second Hooghly bridge, terminal at Shalimar is necessary. This has not been included in the current Budget or in the Supplementary Demands.

So, I would urge upon the hon. Minister to look into the problems of suburban traffic of Calcutta. A number of trains and coaches are overaged. The over-crowding is there in Calcutta as in Bombay suburban. The problems of suburban traffic should be looked into.

Gauhati is an important station in North-Eastern region. It is the headquarters of North-East Frontier Railway. There is one narrow gauge platform and two broadgauge platforms. There is need to increase the

[Sh. Basudeb Acharia]

number of platforms both broad gauge as well as narrow gauge because there are a number of sections on narrow gauge which are to be converted into broad gauge. When there is a great demand of goods traffic, how the goods sheds which were there for several years in North-East Frontier Railway stations like Malda, Dalkhala and other important stations are being dismantled? I fail to understand this.

I would like to draw the attention of the hon. Minister to a very important matter. The hon. Minister announced on the floor of this House and this was included in the Budget speech that Nanchandi Express would start from 1st July, 1993. This was included in the time-table. It shows that Nanchandi Express will originate from Saharanpur. It was not started from 1st July from Saharanpur. As usual, it started from Meerat. There was great agitation by all the political parties. Then there was lathi-charge, tear gas and several persons were injured. An assurance was given by the Prime Minister when he visited Saharanpur and addressed a rally. He also gave an assurance that Nanchandi Express would start from Saharanpur. But it has not been conceded and it has not been done.

The hon. Minister will kindly explain what prompted him to change the decision.

16.00 hrs.

I would like to know whether any alternate train will be provided for the passenger from Saharanpur for which there is a great demand.

I will conclude by mentioning about the railway employees. Recently the Supreme Court has given a judgement. Number of times he gave an assurance that he would take back all the dismissed employees who were dismissed in the year 1981. But he has not kept his promise.

SHRI C.K. JAFFER SHARIEF : You tell something about what we have done also. You are only telling about what we have not done.

SHRI BASUDEB ACHARIA : The Supreme Court has given a judgment upholding the order passed by the various High Courts and the Central Administrative Tribunal and asked the railways to take them back

in three months. I would urge upon the Minister to implement the judgment of the Supreme Court. There is an article in a newspaper written by him. But he has denied having written any article. (Interruptions)

SHRI C.K. JAFFER SHARIEF : I am told, the article is written by you for me. (Interruptions)

SHRI BASUDEB ACHARIA : You have seen on the floor of the House, how the House was one for the cause of the Railway Protection Force. About 30 Members spoke on my Private Members' Bill. Shri Panigrahi also spoke and supported it; Shri Ramesh Chennithala also spoke and Shri Chitta Basu also spoke. He gave the assurance also. On his assurance that he has no objection to give the right to form an association to the members of the RPF, I withdrew my Bill. But the modalities are to be finalised and he wanted to discuss it.

Even Shri Sayeed was once very much strong.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. M. SAYEED) : Am I weak now ?

SHRI BASUDEB ACHARIA : You are a Minister for Home Affairs now. Your name was changed along with me by 'The Illustrated Weekly'. He assured that the recognition would be given but modalities are to be finalised by discussing with the Members of Parliament. But he has not yet done that so far. I request the Minister for Railways to finalise the issue by giving the employees of the Railway Protection Force the right to form association. Modalities can be discussed. He has no objection to give that right. He has clarified it on the floor of the House.

I request him to deny what has appeared in 'The Pioneer' saying that he has not written such article mentioning that right to form association cannot be given to the RPF. Thank you.

16.02 hrs

STATEMENT BY MINISTER

Deaths due to Consumption of Illicit Liquor
in Sikar District of Rajasthan*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. M. SAYEED) : Hon'ble Speaker had desired that a statement be made on the deaths due to consumption of illicit liquor in the Sikar District in Rajasthan. Accordingly, on the basis of information received from the Government of Rajasthan, I place the following facts before the House about this incident :

- (i) On 22 August 1993, some persons belonging to villages Fatehpur, Baghdoda, Karanga Bada, Karanga Chota, Rosawa Bada, Bibipur Bada, Bibipur Chota, Puniya-ki-Dhanti, Thetliyon, Mutheri, etc. of the Sikar District reportedly consumed spurious country liquor. As a result, a large number of persons fell sick and reported for medical treatment at hospitals in Sikar and Fatehpur. Despite medical treatment, 29 persons have died so far. 63 persons are presently undergoing treatment at Sikar, Fatehpur and Jaipur. Another 100 persons have been discharged from hospitals after medical treatment.
- (ii) The District Police has registered 5 cases under sections 302 and 328 IPC. A case under the Excise Act has also been registered for violation of the Excise laws.
- (iii) Investigation of the criminal cases has been taken over by the State CID (Crime Branch). Investigation is being supervised by IGP, CID (Crime Branch), Rajasthan, who is camping in Fatehpur.
- (iv) Forensic Science experts led by the Director, State Forensic Science Laboratory, are also assisting the State Police in investigation.
- (v) Preliminary investigations by the Police have revealed that the spurious liquor was supplied by liquor contractor Shri Vijay Kumar ; he received the liquor from the Ganganagar Sugar Mill,

a State Government undertaking. The Forensic experts are examining whether the contractor mixed any spurious substance with it. Police is also investigating whether the liquor contractor had supplied some other illicit liquor. The Police have arrested the liquor contractor and 5 other persons so far. One Inspector and two guards of the Excise Department have been suspended for negligence and complicity.

- (vi) Senior officers including Divisional Commissioner, Excise Commissioner, Director General of Police, Principal Secretary (Home), and Advisor to the Governor have visited the affected areas.
- (vii) An ex-gratia payment of Rs. 10,000 to the next of kin of each of the deceased persons has been announced. Till yesterday, 12 affected families had been given the assistance. A team of medical specialists has been sent from Jaipur to Sikar and Fatehpur to assist the local staff in medical treatment.
- (viii) The State Government has ordered an enquiry into the incident by the Divisional Commissioner.

SHRI M.R. KADAMBUR JANARTHANAN (Tirunelveli) : Sir, I would like to know whether the Managing Director of that State Government Undertaking has been arrested or not.

SHRI GUMAN MAL LODHA (Pali) : Sir, I would only like to know from the hon. Minister whether the Managing Director and the persons concerned of the Ganganagar Sugar Mills, who supplied this liquor that resulted in the killing of several persons have been arrested or not. What action has been taken against them because they are the principal offenders as per your statement?

MR. CHAIRMAN : Shri Lodha, you know about the procedures. There is no rule which permits you to put questions after a statement is made.

SHRI GUMAN MAL LODHA : Sir, they have supplied the liquor. Secondly, my question is, whether those doctors who were

[Sh. Guman Mal Lodha]

there on duty and who refused to give the treatment, have been arrested ?

MR. CHAIRMAN : Lodhaji, please.

SHRI GUMAN MAL LODHA : Sir, it is a very important matter because hundreds of persons are suffering from it.

MR. CHAIRMAN : Under what rule, are you raising this matter ?

SHRI GUMAN MAL LODHA : Sir, I have raised this question in the House. I would only take a minute and not any longer.

Sir, why only Rs. 10,000 had been given as assistance when Rs. 2 lakhs were given in similar cases in Uttar Pradesh and in other places? Why the next of kith and kin of the deceased have been given only Rs. 10,000 ? Would the Government increase this amount and take action against the medical staff who refused to treat the patients ?

16.08 hrs

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1993-94

AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1989-90—Contd.

[English]

MR. CHAIRMAN : Now, Shri Panigrahi to speak.

(Interruptions)

SHRI A. CHARLES (Trivandrum) : Sir, you called the name of one hon. Member from yesterday's list. My name is also there in yesterday's list.

MR. CHAIRMAN : Shri Charles, I have called his name. Please sit down.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Mr. Chairman Sir, I have great pleasure in supporting the Supplementary Demands for Grants and also Demands for Excess Grants for the expenditure of the Central Government on Railways. As you know, our Railways is now the largest railway system in the whole world. This is the biggest public sector of our country, departmentally run undertaking of the Government with the largest number of workers.

16.11 hrs

[SHRI SHARAD DIGHE
in the Chair]

Again, this is probably the biggest caterer in the whole world. This is also one of the biggest contractors in the world. Our Indian Railways do undertake major construction activities abroad also. In essence, we have separate budget for the Railways. This shows the importance of the Railways which plays a very vital role in our day to day life. It is an integral part of our economy. It is like a Government within a Government, when there is a separate budget presented in the House. It is only the Railway Ministry which has the Railway Board and its Chairman is also the ex-officio Secretary to the Ministry of Railways. Like this we know how important Railways is in our system and in our economy also.

About six months ago we had discussed here the Railway matters, besides the Railway Budget. The last Railway Budget saw the largest ever resource mobilisation of Rs. 1811 crore. This was the order of resource mobilisation in the last Budget. It is an integral part of our economy as such. It cannot escape from the vagaries of the economy, the pitfalls of the economy that we are passing through. We know how our economy is pressed hard under different circumstances. Against this background I would like to congratulate the Railway Ministry headed by Shri C.K. Jaffer Sharief. Despite very adverse situations, they have been able to not only complete, but exceed the target in certain areas, particularly in the matter of gauge conversion, electrification, doubling of tracks.

SHRI RAM NAIK (Bombay North) : I am on a point of order Sir. Normally, when the Supplementary Demands for Grants are discussed, one has to speak with specific reference to the Demands. That is the way in which the debate has to be conducted. But what is happening in the last one hour is that except the reference to Supplementary Demands for Grants, all other issues are coming up. I feel this is not according to the rules.

MR. CHAIRMAN : There is no point of order. But I would request certainly the Members to confine themselves to the Supplementary Demands.

SHRI SRIBALLAV PANIGRAHI : I know that the hon. Member Shri Ram Naik is an able Parliamentarian.

MR. CHAIRMAN : I am not upholding his point of order, please continue. This is only a request to the Members that they should confine themselves to the Supplementary Demands before the House.

SHRI SRIBALLAV PANIGRAHI : Sir, I was coming to that topic. In our country, the railways is the largest one and has got many activities. And in that, there is bound to be some unforeseen expenditure which has to be passed, for which they have to come before the House and they have to get the clearance in the form of Supplementary Demands and Budget. This is what I was coming to.

Naturally, they have done some good things; and as I said, they are the plus points. But, in the railways, the performance is rather causing some concern. Inasmuch as the expenditure, in respect of freight movement and in respect of passenger traffic, there has been a decline; and this is 4.5 million tonnes less considering the target. If that decline could be considered in monetary terms, it would amount to a loss of about Rs. 180 crores. In this background, I would say this. Of course, the Government of India, particularly the Railway Minister has constituted an expert panel to find out as to how to bring about the management ethos. It has to be businesslike. It is a commercial concern; it is a commercial organisation, of course, with some social obligations. But at the same time, if the economy does not improve unless operational efficiency will not improve. What I mean to say is that there has been a shift even in the transport of fertiliser, POL, etc., from rail to road. It needs serious thinking on the part of railways. They must undertake some serious marketing drive without which it cannot be done. Again, there is an increase in percentage terms of dividend from six to seven, which will entail another additional expenditure of Rs. 106 crores. Against this background, the economy has got to be improved; performance has to improve with a better sense of discipline and a sense of duty on the part of the authorities. There has to be more cleanliness, punctuality, etc.

Now, I will come to the capital fund, of course, that is a Demand item. Sir, you were taking part in the discussion yesterday. You have confined yourself to the Demands. For Rs. 4 lakhs, some court orders were there and they have to comply with that, which was arising out of the accident claims, etc. So, there is nothing to oppose in all these things. They are now going in for purchase of an aircraft. Naturally, there was some resistance, from us, opposition as to why the railways are going in for an aircraft. As you know, this is the question of time; time is a great factor; when there is an accident somewhere, do you expect the Railway Minister to go all the time by rail and reach the place 48 hours later? Suppose something happens in the remote south and if they have something at their control, naturally, it helps them. So many things are there; natural calamities are there. So, there is nothing to oppose. I support all those things which have been proposed in the Demands. At the same time, I would say that the operational efficiency has got to be improved. I would like to draw the attention of the hon. Railway Minister. (*Interruptions*) I am supporting all the demands; at the same time, I would just take two minutes to press the demands, the demands of the people.

I support the demands of the Government. Now, while supporting the demands of the Government, kindly allow me to place before you the demands of the people of my area—of my state.

The Eighth Plan lays emphasis on gauge conversion. In Orissa, the gauge conversion of two lines, namely, Baripoda sector and Parala-Khemundi should be taken up on priority.

Looking at the backwardness of the Statal Sambalpur-Talcher railway line—it will strengthen the integrity of Orissa and open the backward areas—should be expedite with the jurisdiction of newly-formed Sambalpur Division extending over all the Orissa portion along the Bombay-Howrah mainline.

There should be an over-bridge at Jhar-sugoda and another at Chainpal along the new Sambalpur-Talcher line with a provision of a station at Chainpal near Talcher.

[Sh. Sriballav Panigrahi]

Stoppage of Ahmedabad Express and Link Express at Bamrah should be provided. An order passed by DRM, Chakradharpur was duly communicated by the Station Superintendent to the people of Bamrah who were agitating for the same. They have withdrawn their strike. But it is intriguing that these two trains stopped at Bamrah for only one day. Thereafter, the trains do not stop there. It is causing a lot of resentment among the people. Therefore, I request the hon. Railway Minister to put into practice the commitment they gave in writing for stoppage of these trains at Bamrah.

At the same time, Bokaro Express should also stop at Rengali which is block headquarters. Sambalpur-Nizamuddin Express, which is a super-fast train, does not have a provision for catering, must have a stop at Brijrajnagar, an important industrial centre.

The Utkal Express should stop at Garposh and Bagdhi. Sambalpur Express should have the provision for a pantry car. It is a very long-distance train. Without this, the passengers are starving.

Bolangir-Khurda and Bargarh-Raipur new railway line projects should also be undertaken. At the same time, the new railway line linking Junagarh-Landigarh the most neglected and much talked about Kalahandi district should be given priority. Besides provision of berths, etc., there should be improvement of platforms and other passenger facilities in this backward region of Orissa.

As you know, Orissa remains the heart of South-Eastern Railway. Everything is there in Orissa. Orissa has lot of potentialities for development. With the head of the South-Eastern Railway being at Garden Reach, Calcutta, due attention is not paid to Orissa.

MR. CHAIRMAN : Now, please conclude.

SHRI SRIBALLAV PANIGRAHI : In the field of railways, so far as Orissa is concerned, all these demands should be fulfilled without further delay. I again support the demands. I request the hon. Minister to kindly consider these things sympathetically.

[Translation]

SHRI SURENDRA PAL PATHAK (Shahbad) : Mr. Chairman, Sir, every year

there is an increase in the passenger fares and freight charges by the railways, but no attention has ever been paid to passenger amenities. Even though, the number of general passengers travelling in II Class is large, a few II class coaches are attached in the Express and Mail Trains. These coaches are overcrowded. Due to unavailability of space, passengers are forced to travel on the roof of the trains and meet with accidents. Earlier, the second class general passengers used to sit and travel in Three tier sleepers, but now it is not possible, as the sleeper coaches have been separated from general compartments. It has become very difficult for the passengers travelling in second class to travel in mail and express trains. So, more general coaches should be attached to these trains. The coaches are very filthy and are not being cleaned. The toilets in the coaches, particularly in second class remain very dirty and water is also not available there. When the waiting rooms for all categories were constructed, a few passengers used to travel in the trains and adequate space was available for them in the waiting rooms. Now, the number of passengers has increased manifold, but the waiting rooms have not been expanded. These rooms also remain very dirty and are not cleaned properly.

A large number of coaches are now attached to passenger trains. In some trains, 20 to 24 coaches are attached, for which, the platforms constructed earlier fall short in length. As a result, the passengers travelling in the night face a lot of inconvenience. They stumble and sustain serious injuries. Sometimes, they even die. So, the length of the platforms should be increased accordingly.

The quality of food provided at the stations and in the trains is very bad. The quality of tea sold at the stations is also very bad. No cleanliness is maintained in the eatables sold at the platforms. Similarly, the eatables sold by unauthorised persons in the coaches are also dirty. Generally, spurious cold drinks are sold, which caused illness to passengers.

The passenger trains are often late by hours, due to which, a lot of time of the passengers is wasted and they have to face several difficulties as they are not able to reach the place

of their destination in time. Several passengers travel without tickets. There is a nexus between such passengers and railway employees, who help such passengers to travel in reserved compartments without reservation. Such practice overcrowds the trains, creates a lot of inconvenience for the passengers who travel with reservations and causes loss to railway revenue.

Corruption also prevails in booking of goods also. It takes a lot of time to reach the goods to their destination. The goods are spoilt on the way which causes loss to the traders and they lose their faith in the railways.

The railway department is also lacking in security arrangements. Incidents of theft and looting often take place. Recently, the police seized a large quantity of explosives from the railway godown at Varanasi. There are a number of short comings in the operation of trains. Train accidents often take place, which causes heavy loss to the railway department and cause death to a large number of passengers. Passengers also sustain injuries.

The number of passenger trains in the country are not adequate and new railway lines are not being laid. In the last few years, the railway department has totally neglected Uttar Pradesh. A few metre-gauge lines are being converted into broad gauge lines. The railway line from Lucknow to Bareilly via Sitapur-Lakhimpur Kheri-Gola Gokarnath-Pilibhit is a metre-gauge line. Several big sugar mills are situated along this line. Gola Gokarnath is a famous place of pilgrimage. Large-scale cultivation also takes place in this area. So, it is necessary to immediately convert this metre-gauge line into broad-gauge line. The railway line from Lucknow to Saharanpur is also very important. Several important trains run on this line. It should be electrified. Shahajahanpur is at a distance of 60 kms from Gola Gokarnath. It is necessary to lay a railway line from Gola Gokarnath to Shahajahanpur via Mohammadi. The single line existing between Ghaziabad and Moradabad should be converted into a double line.

The bridge constructed above the railway station on National Highway No. 24 in

Moradabad has been badly damaged. It should be repaired immediately. Due to damage to the bridge, heavy vehicles will have to take a detour of 100 kms to reach Delhi from Moradabad.

Kanpur is a big industrial city. Every day, a large number of passengers from Haridwar, Shahajahanpur, Bareilly, Moradabad and Haridwar etc. travel to and fro from there but there is no direct train to these places from Kanpur. So, an Express train should be started from Kanpur to Dehradun via Balamau and Haridwar.

Under the North-Eastern Railway, two passenger trains used to be running from Lucknow via Lakshimpur Kheri and Gola Gokarnath, but they were withdrawn from 1-7-93. This is causing a lot of hardship to the passengers of small stations on this line and to the daily passengers. So, at least one passenger train from Lucknow to Bareilly via Gola Gokarnath should be introduced on this line.

The Delhi-Bareilly Express should be extended upto Lucknow.

The Marudhar Express running from Lucknow to Jodhpur should be connected with the Up and Down Delhi-Lucknow mail at Bareilly. This will facilitate the passengers of Lakshimpur Kheri, Gola Gokarnath and Pilibhit etc. to come to Delhi and return. Shramjeevi Express and Shahid Express should be provided halts at Haridwar. The reservation quota for Haridwar has been cut in all the trains. It should be restored.

Corruption is rampant in the railway department. Recently, 300 employees of 'B' category were recruited without notification. An enquiry should be conducted in this regard as to how it was done.

The railway department makes extravagant expenditure. It has issued railway passes to thousands of people who are neither M.P.s., ex-M.P.s nor freedom fighters. This practice should be checked.

Mr. Chairman, Sir, it special attention will be paid towards my suggestions. I will support the Supplementary Demands for Grants, otherwise I will oppose.

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Chairman, Sir, the Appropriation Bill, which has been presented here today, demands an amount of Rs. 196 crores 42 lakhs 39 thousand and 270 from the Consolidated Fund of India to pay back some expenditures of the financial year, which ended on 31st of March, 1990. Another Bill of Supplementary Demands for 1993-94 has been presented, which seeks an amount of Rs. 4 lakh. Mr. Chairman, Sir, I had participated in the discussion held on the last railway budget presented here by the hon. Railway Minister. I had congratulated him with some criticism. The percentage of profit earned in 1990-91, 1991-92 and 1992-93 was 6.9%, 3.3% and 10.9% respectively. In 1990-91, the profit was Rs. 926 crores. In 1991-92, it was Rs. 1037 crore and 1992-93, it raised to Rs. 1180 crore. Then, it is not understood as to why a demand for Rs. 196 crore has been made. The hon. Minister should clarify this point in his reply.

Sir, you prepare the Budget. This burden is once put at the time of the Budget and then again this burden comes after two-three years. As one of the hon. Members said. Supplementary Demands are made for two three times in a year. I do not understand why these things are not considered while preparing the Budget. The Janata Dal Government had presented Budgets for three times i.e. in 1977, 1978 and 1979. No burden was put on the people in those Budgets. A seven month Budget had been presented on 16th of February, 1971, which showed a deficit of Rs. 584 croer. The Budget presented on 25th of February, 1992 showed a deficit of Rs. 1366 crore. The Budget presented on 24th of February, 1993 showed a deficit of Rs. 1848 crore. You will again bring a Bill after two-three years and show this deficit as Rs. 500 to Rs. 600 crore instead of the present deficit of Rs. 196.5 crore.

Sir, new railway tracks are being laid, constructed and old ones are being repaired. An amount of Rs. 1757, 000 was demanded in the last Budget in this regard. But the actual amount spent was Rs. 23,99,252 and an additional amount of Rs. 6,42,252 has been shown in this Bill. I would like to have clarifications on some points from the hon.

Minister. He had recently toured Azamgarh. A lot of attention is being paid towards eastern Uttar Pradesh and I would like to thank him for it, but I would like to know when the gauge conversion from Varanasi to Chhapra and Shahganj to Mau will take place? Sir, there is Jaunpur-Audihar rail line in my area and trains run on it. But the speed of the trains on that line is even slower than bullock-carts. A person can reach to his destination by travelling on bullock-cart, but if a person can reach to his destination by travelling on these trains is doubtful. When the signal should be down, it is up and the train passes. When asked whether this signal is up or down, it is told that the trains run here on up signal only. So much neglect is shown there. Sir, when the last Budget was presented, through Cut-Motions, we had drawn your attention towards 40 things and now-a-days, we are continuously getting replies to the Cut-Motions. Every day, we are getting replies of one or two Cut-Motions by post. Molar halt station falls between Dobi and Audihar. We had requested in that regard and orders were also issued. The villagers were assured about providing a halt at Malar station. The officials asked them to dump earth there and the villagers dumped 200 trucks of earth there. But after all this labour, the officials refused to provide halt there. What is this? I wanted to provide halt to one or two trains at Dulhaipur, KJ Jakhania and Jalalpur. I had personally met the hon. Minister in this regard and also raised the issue in the sitting of the Consultative Committee. The railway officials had said that such demands have been made and there are places in eastern Uttar Pradesh where mail trains should be halted at one or two places. But nothing was done. The officials also denied their assurances.

Sir, I would like to thank the hon. Railway Minister for his sympathy towards the Scheduled Castes and Scheduled Tribes, backward classes and minorities, but did he ever think about his officials as to what they are doing? I would like to give two three examples.

I will not take much time of the House. There is an Engineer called Ram Bachan. He has been working for the last seven and a half years and he has been transferred eight

times in his service of seven and a half years and a few days back.... (Interruptions)

(English)

MR. CHAIRMAN: (It is not proper to bring personal matters of employees here.

MR. RAJNATH SONKAR SHASTRI: I am giving you an example. It is not a personal case. I have already said that I can quote several such cases you should know how your officers are behaving people belonging to SC and ST. in the railways.

(Translation)

MR. CHAIRMAN: Don't bring personal grievances of employees here in Parliament;

SHRI RAJNATH SONKAR SHASTRI: Please listen to what your officials have to say. The name may be deleted from the record if there is some objection. I would like to tell you that the wife of such an official is hospitalised but that official was transferred 9th time four days back to a remote place in the Frontier Railway. There is another official whose wife is suffering. He got promoted after great struggle. He had given in writing that he belongs to Scheduled Caste and he deserves to be promoted. Several persons have been already promoted but he has not been promoted as a result there of he got promoted but was transferred to a remote place eventhough there was a vacancy in that place. His condition is deplorable. I am narrating to Scheduled Castes and Scheduled Tribes in the railways.

There is one Traffic Inspector in Khurja. He had cleared the examination for the post of T.I. in 1986 and got appointed also. His performance in that division was up-to-the mark. Though he never asked for a change of cadre yet his officials charged his cadre flouting all the Rules without even asking him and he was sent to Harduaganj Station. When that official came to know of that I talked to the Minister of Railways in that regard. He gave orders to revoke his transfer orders but the transfer orders materialised after four days. I am telling you about the plight of the Scheduled castes and scheduled tribes.

Sir, now I want to say something about corrupt officials. I must tell you the name of an officer in Aligarh...(Interruptions)**.. He is posted there for the last 5-6 years and he harasses everybody. Some vigilance officials had gone there to investigate. The trade of fake tickets is going on at large scale in Aligarh. He was also found to be involved in that trade. He was indulged in bungling of parcels. The vigilance Director also investigated about him but the corrupt official maneuvered things and with the help of bureaucracy he came to be hand in glove with the Vigilance Director also. Not only that, he framed and arrested an innocent clerk Mr. Brajbhan Sharma. The clerk was made to give a statement. Later when Mr. Brajbhan Sharma talked....

(English)

MR. CHAIRMAN: Then, there will be no end. There are other forums where you can bring such matters and not in Parliament.

(Translation)

You should not raise personal matters in Parliament.

SHRI RAJNATH SONKAR SHASTRI: He gave in writing to his officials but no action has been taken till date. Now, Shri Brajbhan Sharma is being transferred.

Mr. Chairman, Sir, corrupt persons have formed gangs in Railways; As one of our colleagues just said that explosives were recovered in large scale from a Parcel Depot in Varanasi. The Minister of Railways should give attention to it as to how it happened. There are some corrupt officials in Railways who figure in various news-items also. One such news-item writes about an official who is an out an out a bribe that he demands to be given an additional amount of money when allocating bogies to Goods Train. He was caught red-handed yet no action has been taken. There is a rule in Railways that an employee cannot be posted to one place for more 3 years at a time but he said official has been posted to the same place for the last 6 years and no action is

[Sh. Rajnath Sonkar Shastri]
 being taken to transfer him. I will conclude in 2-3 minutes. You have just moved a proposal to buy a helicopter and want to avail an advance without interest. But I would like to know what he would do with the helicopter. We are aware that accidents occur and the hon'ble Minister must reach the site and we know that Mr. Jaffer Sharief immediately reaches at the site of an accident and send his officials also. But you don't need to buy a plane for that. A helicopter can be chartered for this purpose. You could have chartered a helicopter and gone there. You are going to spend Rs. 15 crores on that. It would be better to utilise this amount of money more appropriately in Railways. . . (Interruptions) . . . Mr. Chairman Sir, thousands of acres of land of farmers has been acquired by Railways in DLW but when the matter of providing jobs to them came up. They set a condition of providing it with 10 years. But if the child of a farmer is 6 months old then how can he be employed at the age of ten and a half years? Please consider this. (Interruptions)

Sir, Shramjivi Express and Kashi Vishwanath Express start from Varanasi. We have requested time and again that the time schedule of both these trains be changed. Shramjivi Express starts from Delhi at 1.20 and at 1.30 the other train starts from Varanasi for Delhi. Another train starts after the gap of 10 minutes. 250 days out of 365 days of a year this train is behind schedule. It has been demanded that this train be started at 6.00 in the evening from Varanasi to ensure that the businessmen, Government employees and other people may easily travel in the morning from Varanasi to Delhi and Vice-Versa. My submission is that the hon'ble Minister may take notice.

Sir, at the same time I would like to submit that a small tea canteens etc. be allotted to people belonging to Scheduled castes and scheduled tribes and minority classes so that they may be given employment (Interruptions)

Sir, as you are aware, I had made a submission to you that Varanasi is a holy place. A bridge was constructed 10 years back on G.T. Road in Varanasi which has caved in. It should be investigated. (Interruptions). Sir, there is a school in Varanasi functioning in the name of Shri Kamalapati Tripathi. I have written to the hon'ble Minister on

several occasions to know whether this school belongs to Railways to is it privately owned by somebody? But there was no answer. If it belongs to Railways then the children of public and Railway employees should get admission into it. The Government should enquire into it.

Mr. Chairman, Sir, now since the time is over, I conclude with these words thanking you. (Interruptions).

SHRI BRAHMANAND MANDAL (Monghyr): Mr. Chairman, Sir, supplementary demands for grants for the year 1989-90 have been put before the House. It consists of a demand of an amount of Rs. 136 lakh and a demand for grant for 1993-94. The demand is for an amount of Rs. four lakh. There is a proposal to buy a plane for which approval is being sought. The supplementary demands for 1989-90 comprise the expenditure incurred on the repair of 6 bogies and engines.

I would like to say, through you, that there is a big 131 year old factory of Railways. At the time of Independence 22 thousand workers were employed in that factory. The repair of steam-engines used to be undertaken there. Today, after 46 years of independence, the number of workers has gone down to only 13 thousand. We like to know what caused the factory business to come down in place of shooting up. What were the policies adopted by you? Whether the workers do not work sincerely in Jamalpur factory? Jamalpur factory was shown profits consistently after Independence. But you maintain that it is incurring losses. Have you probed the causes of incurring losses? Why do Railways incur losses and how and where the money comes and goes in Railways? Have you considered that? The workers of that factory are very sincere but what reward have you given them?

You have started the work of undertaking repair of diesel engines there. At present the number of engines is 6 which is proposed to be increased by you to 9. Whether you propose to increase it further is a question work. Whenever I have raised this question the hon'ble Minister has maintained that 50 box-wagons are being manufactured

every month. What is the number of workers working there? Whether it is a work of permanent nature? If you could reconstruct Box-wagons then why couldn't wagons be reconstructed? What is the difference? There is only a minor difference between Box wagons and wagons. All the highly placed Railway officers in India at present were trained in Jamalpur factory. But the condition of the said factory is deteriorating with each passing day. I want to say that they have a claim department and a vigilance department in Indian Railways and big traders stake claims through railways. Have you conducted an investigation into all those claims to the tune of millions of rupees and how these are paid? It is correct that the quality of goods is less in actuality than what is shown on papers and then they make claims for the payment of the quantity found wanting. And they get paid without any baseless. You are wasting hard-earned money of farmers. And the public is being more burdened.

Railways is such a department which entails a lot of expenditure. Have you looked into all the claims. What was done by the Vigilance Department? Millions of rupees have been wasted on it. Had you invested this money in those big factories where the workers are hardworking then it would earn profits. You are not paying attention to this.

So far as the Jamalpur factory is concerned the workers there are so efficient that they can manufacture any part or any thing. No provision has been made for Bihar in it. You are going Southwards as is alleged by most of our colleagues. We would like to tell the hon'ble Minister that you should think about the country as a whole. Mere words are not enough, action is also required. If somebody passes a comment about your manner of working that the train is speedily heading towards Karnataka you can understand what sort of feelings you are creating in the country. This way the image of the country gets disfigured. Our country today is faced by many problems. There should be equal opportunities of development in the country. Railways should not only link one part of the country with the other it should also bring people together. You should do something to ensure that.

I would like to talk about doubling of lines also. The hon'ble Minister got the lines doubled the 15 km stretch from Bahagalpur station to Kajara but has left the next stretch of 15 km from Kajara to Ouel. On being asked the reason he replied that is not productive. How is it possible that all the trains are productive upto the point of Kajara but from there onwards these become unproductive. What kind of perception is that?

Jamalpur factory undertake repair work of engines. The work of repair of steam engines has ended. Now the repair of diesel engines has started. In the future the Government might have to entrust this factory the work of manufacturing/repairing of power engines to save it. It is, therefore, essential to double the railway line.

A scheme was prepared for the electrification of railway tracks from Sitarampur to Moghalsarai in the year 1991-92. What is the progress in this regard? Too much money is being spent on it. The Government make schemes for two years or three years but stretch it in ten years. In this way the expenditure increases manifold. Who is responsible for it? Why a scheme is not completed within the stipulated time? The Government has undertaken this scheme of electrification.

17.00 hrs

The proposed electrification of the railway line from Sitarampur to Moghalsarai should be completed at the earliest.

There are so many problems. But Mr Chairman continues to ring the bell. We want that some more time should be given.

MR. CHAIRMAN: You have taken much time. Now please conclude.

SHRI BRAHMANAND MANDAL : What can we speak in one minute? We have yet to state several points.

Approximately an amount of Rs. 10.5 crore has been allocated for the modernisation of the Jamalpur factory in the 1991-92 Budget the total expenditure on it would be Rs. 70 crore. An amount of Rs. 22 crore has been allocated so far, but no work has since been done. I would like to know from the

[Sh. Brahmanand Mandal]

hon. Minister as to why no work has been done so far? Have the Government not approved the estimates? If so, what are the reasons? It should also be replied that when this work will be started.

Whether the Government have approved the proposal of converting Samastipur-Darbhanga metre gauge line in Bihar into broad gauge? Similarly, a proposal has been submitted for the conversion of Muzaffarpur-Narkatiaganj metre gauge line into broad gauge line. There is also no mention of it in the Demands for Supplementary Grants. Provision has been made for Maharashtra in it. It is good. But Bihar and Uttar Pradesh should also have been included. If we go through the list of Bihar, we will find not even a single project of Bihar which have been approved.

Mr. Chairman, Sir, through you I would like to appeal the hon. Minister that the proposals sent to the Railway Department by the Government of Bihar may be approved. Finally, I would like to state that Mungar connects the North and South Bihar directly. There is a railway bridge at Mokama. The Northern Railway trains passing through Mokama, Barauni and Khagadia cover an extra distance of 150 kms. If a railway bridge is provided at Mungar, this extra distance of 150 kms. may be reduced.

With these words I thank you for the opportunity given to me to speak here.

[English]

SHRI A. CHARLES (Trivandrum): Sir, I rise to support the Supplementary Demands for Grants on Railways and the Demands for Excess Grants.

Sir, I must confess that I am not an expert on accounts. However, I must submit that the Demands for Excess Grants for the year 1989-90 has been presented only during the year 1993-94. I wonder why such an inordinate delay has been caused in presenting the Demands for Excess Grants for the year 1989-90. Neither in the year 1991-92 nor in the year 1992-93, the Demands for Excess Grants for the year 1989-90 has been presented. I would request the hon. Minister to enquire into the circumstances under which the Demands for Excess Grants for the year

1989-90 was not presented either in the year 1991-92 or 1992-93. Anyway as this amount has already been spent, we have no other option but to support this. But it casts a doubt on the accountability on how this amount had been spent. So, I would request that that aspect may kindly be looked into.

Coming to the Supplementary Demands for the current year, I would like to draw the attention on two items. The first is about the Konkan Railway Corporation. There is a provision for an additional supplementary grant so as to meet fifty-one percent as equity share that has been provided by the Railways. The Konkan Railway is, of course, one of the most prestigious projects which is now going on in the country under the Railways. When this project is completed, four States, namely, Maharashtra, Goa, Karnataka and Kerala will be benefited. Of course, each State is paying its share. If Kerala is to get the real benefit of Konkan Railway when it is completed, the Mangalore-Shoranur section has to be doubled. So, I request that along with the construction of the Konkan Railway, this work may also be taken up so that Kerala, which is providing its share for the completion of this railway line, may get the real benefit of this section.

I share the concern and the views expressed by many of the Members of this august House regarding the provision of Rs. 15 crore for the aircraft. This is being provided for ensuring ready availability of aircraft in exigencies, such as, accidents, natural calamities, etc. We wish that no more accidents and no more calamities occur. But to provide an aircraft for the Railways, I am sure, will create more problems for its maintenance, for its management and for the staff, because additional expenditure will have to be spent on this, particularly when we are looking for the austerity measures, when we have no funds even for providing some of the railway crossings which cause accidents. (Interruptions).

SHRI E. AHMED (Manjeri): Where is this austerity measure? Kindly let me know.

SHRI A. CHARLES: That is the main concern of the Government. Austerity is one area in which this Government is committed.

So, Sir, I request that this may kindly be re-examined.

Now I shall come to one or two minor points which are the main problems of Kerala.

Ever since the conversion of the Ernakulam-Trivandrum section into broad gauge, the life of the people of Kerala has become like that of Greater Bombay. The vast number of daily commuters and long distance passengers has caused real pressure on the existing railway system. Since the line capacity constraints do not permit any additional line, Trivandrum, the capital of Kerala, is facing lot of problems. The hon. Minister is aware that all the Members of Parliament from Kerala, irrespective of their parties, unanimously made a request to the hon. Prime Minister. I am happy that the Minister is here. My request is that doubling of line from Quilon to Trivandrum, for which both the Prime Minister and the hon. Railway Minister are committed and have promised, should be completed this year. The work was originally scheduled to be started in 1991. In 1992-93, there was a token budget of Rs. 1,000, but nothing was done. In 1992-93 also, there is only token budget of Rs. 1,000. So, I request that doubling from Trivandrum to Quilon has to be completed within a time frame.

There is a proposal for development of Kochuvelli. If that is done, forty per cent of the present capacity constraint can be removed because that is the real bottleneck of the Trivandrum city proper. So, I request that in the doubling of Quilon-Trivandrum sector, priority should be given from Trivandrum to Kochuvelli so that in three or four months, the present problem is solved.

Sir, you know that there was a lot of agitation by daily commuters. There was *satyagraha* and there was a *dharna* at my house. It came in newspapers in headlines that all the houses of M.Ps. were being *gheraoed* and *dharna* was being staged. You can understand the plight of an ordinary Member of Parliament. What can I do for providing more facilities for the daily commuters?

We pleaded to the Minister. The Minister was kind enough to make some temporary arrangement. Somehow we are managing.

To avoid this problem, the only way is to double the line. This is the main requirement of our region.

I know that in the Supplementary Demands for Grants the items given are only for three Railways—Northern Railway, South Central Railway and Western Railway. The needs of Southern Railway did not find a place in it. However, I am compelled to bring it to the notice of the hon. Minister.

There is one more point. There is the Rajdhani Express which is a prestigious train connecting to the capitals of every State. There is a Rajdhani Express upto Madras. There was a promise by the hon. Minister that it will be extended to Trivandrum. I request that this may be done as quickly as possible. Also, if there is capacity constraint from Ernakulam to Trivandrum there is another possibility of having the train from Trivandrum to Madras via Nagercoil. That is a shorter distance and the route is entirely different. It will be beneficial for Tamil Nadu and Kerala. After all, Kanyakumari was part of Kerala. We are requesting that Kanyakumari should be given back to Kerala. I hope our hon. friends from Tamil Nadu will support our case. This is one of the links that helps to create more affinity between the States.

SHRI M.R. KADAMBUR JANARTHANAN (Tirunelveli): Without Kanyakumari, it is not Tamil Nadu.

SHRI A. CHARLES: Sir, there are nine items in my agenda. But I know that this is not the time to present all these items. Only the urgent requirements of the State are presented. I would request the hon. Minister—while responding—to kindly bless us with a positive reply.

With these words I conclude.

MR. CHAIRMAN: Shri S.P. Yadav to speak now.

(Interruptions)

SHRI M.R. KADAMBUR JANARTHANAN: Sir, our party has not been called in the first round.

SHRI E. AHAMED: Sir, opportunity should be given to all parties.

MR. CHAIRMAN: You all will get the opportunity. Let Shri Yadav speak now.

[*Translation*]

DR. S.P. YADAV (Sambhal): Mr. Chairman Sir, today the demands for Additional Grants for the Railways are being discussed here. You have stated that the discussion should be confined only to the Budget. I would like to point out to the hon. Minister that the Department of Railway has taken heavy loans from England, Japan, Germany, Saudi Arabia and the World Bank Agencies like the A.D.P., I.D.M. and I. B.R.D. etc. The Government has not been able to utilize the said loan. The Government is paying the commitment charges on it annually. I am unable to understand your inability even in providing the little facilities to hon. Members cannot be given. I do not understand why the Government is not capable of meeting our these demands.

The hon. Minister had sent a letter to the hon. Members of Parliament on August 8, 1992 asking them—

[*English*]

to take up a special drive to improve the standards of passenger amenities in trains and stations—

[*Translation*]

In his letter the hon. Minister had asked the hon. Members of Parliament to hold meetings with the D.R.M.S. of different zones and General Managers and tell the problems to them. We presented our problems before the said officers. One of our colleagues was stating here just now that the railway bridge at Moradabad is damaged and as a result of which all the vehicles coming from Lucknow to Delhi are now coming via Sambhalpur, Hasanpur, Gajraula and thus, has to cover an extra distance of 100 kms. A meeting was held at Lucknow. The administration approached you that the hon. Members of Parliament have so stated.

But no decision has been taken so far regarding that bridge. It was constructed during the British rule. Great inconvenience is being caused after the damage of the bridge.

The Government should pay its attention to it immediately. The Government should provide new railway line route from Delhi to Gajraula and from Sambhal to Chandausi and from Chandausi to Aonla and from Aonla to Lucknow via Chaneti so that another rail route may be made available for Lucknow. Three big industries are there on Bareilly to Aonla-Chandausi and Aonla to Aligarh rail line. IFFCO factory at Aonla Sugar mill set up with Government aid at Bahjoi and Tata Fertilizer Factory at Gajrauli. It is a good track and its electrification will prove very beneficial and provide facility for Allahabad. The Link Express runs between Dehradun to Allahabad and half of its coaches are first class coaches. People travel from Dehradun to Allahabad to attend the High Court. The second class A.C. bogey should also be attached to it. There is a train for Bareilly from Delhi at 6.20 a.m. and it was demanded to extend it up to Lucknow. I also make demand for it. An A.C. bogey may be attached to it from Delhi. There is a Zonal Training College of the Northern Railway at Chandausi. All the zonal officers are imparted training there. All the officers the hon. Members of Parliament and Legislatures also travel by this train. But there is no first class bogies in that passenger train. I had written a letter to you in this regard and in the reply of which I was told that the programme for attaching a first class bogey been withdrawn. The A.C. bogey will be provided whereas there are first class bogey in almost all the trains all over the country. But the first class bogey for Chandausi has been withdrawn. Why there is such partial attitude? There should be no partiality in the proposed Budget. With these words I conclude.

[*English*]

SHRI RAM KAPSE (Thane): Mr. Chairman, Sir, I generally support the Demands, especially the first Demand which is for conversion in broad gauge from Sholapur to Gadag. I do support it. So also about Anand-Vatva section on the Western Railway, I support the Demand. The third Demand pertains to Western Railway. While speaking on the Railway Budget had requested the Minister for Railways that BUTP-II should be immediately started. It is need of the hour.

I have got a written reply that paucity of funds is the real problem. I would again suggest that some workable formula needs to be followed. The State Government may work in one area and the Railways in another area and for that, my suggestion is, infrastructure has to be taken up by the State and for the rolling stock, the Railways should come forward. Ultimately, that will solve the problem, because there is a news that BUTP-II will be rejected by the World Bank because the Railways and the State Government have not worked on the formula and have not gone ahead with the formula and so, the World Bank is in a mood to give up the whole project. That will ultimately create problems for Bombay. So, this is my first suggestion.

Then, about the work you are pursuing now, that is, Bombay Central fifth line, I do support it, because it is need of the hour and it was really overdue. You are already having a line between Bandra and Elphinstone Road and from Elphinstone Road to Bombay Central, if there is a fifth line it will be very convenient for direct trains and mails coming from outside and it will definitely help the suburban trains also. Here again, I will give one more suggestion. Actually, from the Central Railway if you go upto Dadar, going from Dadar to Church Gate is a very horrible journey in the morning during peak hours and in the evening when the people come back home. If from Kalyan you can go to Church Gate directly and if you can go from Virat to VT, then it will be very convenient for the commuters and at the same time, it will be in the interest of the Railways also, because even to get into a queue at Dadar has become impossible and to cross the bridge there has also become impossible. Therefore, I would suggest that this work may be taken up at the earliest and with the help of this fifth line, please do something in the matter because this is an urgent need as far as the Central Railway and the Western Railway commuters are concerned.

About the fourth line, that is, about the Konkan Railway Project. I would like to concentrate my speech only on this project. This work was actually in progress upto 20th March, 1993. At Udupi, the Prime Minister inaugurated the Udupi-Mangalore line which is of 68 kms. While congratulating the

Railway Minister, the Prime Minister gave his heartiest blessings for its future completion on 20th March, 1993. Everybody knows that up to the 20th March, 1993 the Prime Minister had told the Railways to go ahead with its plans, because the Konkan Railway Project is a project which should be completed in a time-bound manner and now, the Railways have declared that instead of October, 1994 they will complete it in March, 1995. This is the first time that the time-bound working has been stopped as far as the Konkan Railway Project is concerned.

The reason definitely seems to be the realignment movement and the stoppage of work in Goa as far as KRC is concerned. You mentioned here in the House that we have not stopped the work. But it is very clear that you have stopped it. Since 26th March, 1993 work as far as Konkan railway is concerned in Goa State' has been stopped not because of your interference but because of the interference of the Prime Minister. After the Prime Minister returned from Udupi, the Arch Bishop met him and suggested that there should be realignment of the railway line but immediately the work was stopped. The stay was granted.

SHRI RAM NAIK : Was it suggestion or order?

SHRI RAM KAPSE: Some of the suggestions or demands made are mostly regarded as orders. What is the loss because of this? It is Rs. 13 crores per month. Because of idling, you are losing Rs. 10 lakhs daily in Goa. The interest you are saving as far as the KPC loan is concerned, is Rs. 21 lakhs daily. Again there is escalation and ultimately you will lose in six months Rs. 78 crores. In addition to that, Oza Commission expenditure is Rs. 83 crores. There is a likelihood that Justice Oza will give his report on 10th September and he has told the press that "I am giving this report up to 10th September with an idea that after 15th September, the work again should start, after the rains are over".

17.27 hrs.

[SHRI PETER G. MARBANIANG in the Chair].

I would like to ask the hon. Minister for Railways two specific questions. The

[Sh. Ram Kapse]

first question is if at all Oza Commission report reaches you in 10th September, will you decide immediately?

The second question is whether you will act upon it, and whether you will accept the recommendation as it is or again the arbitrary power of railways will be used there.

The last question is whether you will adhere to the new date which you have given on March 25th.

These are my questions and I want a specific assurance about this query.

The real problem about realignment is, you should not have stayed the matter and, at the same time, you should not have even appointed the Oza Commission. There was no necessity at all. It was only for votes and only for Goa Government that you have done it. The Prime Minister is responsible but you are the Minister in the Cabinet. The whole Government is responsible.

SHRI RAM NAIK: You are advisor.

SHRI RAM KAPSE: I do not want to say anything about you. The Prime Minister ordered the stay and created the problem but it is only for votes and, at the same time only to save the Government in Goa as far as the Congress was concerned. What was the reason? If at all there is a lobby working in Goa, it is of vested interests. One vested interest is transport. Another is real estate. I know that you agree with me that these are vested interests working for realignment.

The third one is that they want to stop outsiders. They say that outsiders will enter. But all of us are Indians. Nobody is outsider. If we enter Goa and the results of some Constituencies are changed because of the entry of non-Goans, that should not be objected to and, for that reason, the whole project should not be given up.

There is an opposition based on unfounded reasons which have no technical basis. The expert committee had cleared it, the courts had cleared the railway lines. About the old religious places, there was a movement which started first in Goa. About the old Goa Church, it was said that if the railway line goes in this area, the old Goa Church will be affected. Actually, the Church was

two and a half kilometers away from this line. Even then, that railway station was abandoned only because there was a movement. But the movement did not stop there. Then environmentalists came in there. Really speaking, railway is the cheapest transport system as far as environment is concerned. That is the best and the least polluted.

As far as oil is concerned, we are short of oil. Therefore, we should go in for railway projects. At the same time, this railway line which you are following today, this goes to the dense areas and it will serve six lakhs of people. And the new alignment which is being proposed will serve only three lakhs of people. You should go in for that and the work should not be stopped. That is my first contention.

Imaginary problems have been raised. Where shall the migratory birds from USSR go? That was not the real problem. They did not go anywhere. When the work was in progress last year, they came there. So, that problem was not there. About the Japanese fever Encephalitis, the problem was raised. But that was a wrong contention. Medical experts came before the Ojha Commission and told about the real facts. About the slums there was one problem that there would be slums. It is not necessary that if the railway line is taken into any area, then there will be slums. About the regional plans, much was said. But the Government has cleared the regional plan and it is a continuous affair. The State Government of Goa initially accepted it and now if the Chief Minister says that we will not accept the Ojha Commission's Report, I think, it is highly objectionable for any State to behave in this manner because Maharashtra, Karnataka, Kerala and Goa all have contributed and at the same time, railways are also contributing to it. Today we are accepting Rs. 51 crores for it. I think, that realignment was not a proper step. Immediately, the decision needs to be taken as far as starting of work is concerned. Rs. 45 crores have already been spent. The way the propaganda was raised outside India, is highly objectionable. As far as India abroad is concerned, the letter reached abroad that from outside nobody should enter India, nobody should come to Goa because there is a problem, there is a movement in Goa. But really speaking,

people of Goa are peace loving people. There was no problem as such. Then they wrote letters to the Overseas Economic Cooperation Fund to the Asian Development Bank saying that the money should not be sanctioned for this project. This way if somebody behaves, is it called an anti-national activity? Should we accept such a proposal when the land acquisition is done, when the line is in progress, when it is a time-bound project, when you have already spend for it, when the Prime Minister has assured that the work will not be stopped?

On 20th of April, all MPs from that area and the leaders from Goa met the Prime Minister. The Prime Minister called Shri Khandekar and asked him as to what is the report of the Railways. He told that it is a question of a couple of days and that they will decide the matter immediately. And, instead of a couple of days, it took six months and even now we are not sure, whether they will start the work in Goa immediately. We are not sure about that. And, it is not a question about Goa Railway only. It is a question of total Konkan Railway which starts from Roha-Dasgaon. Again, it also stopped Roha-Dasgaon work also. The work on Roha-Dasgaon line was completed and it was only waiting for the inauguration. I would like to know from the Minister whether Roha-Dasgaon railway line will be opened whether it will be before Ganapati festival, which is on 16th of September and whether the people from Konkan will be able to travel in that line. Roha-Dasgaon project was completed and for the last four months, people are waiting.

THE MINISTER OF RAILWAYS
(SHRI C. K. JAFFER SHARJEF) :
"Inshaallah".

SHRI RAM KAPSE : I want an assurance from the Minister not while sitting on the bench but while replying to the Demands.

I have completed my speech.

SHRI M.R. KADAMBUR JANARTHANAN (Tirunneveli) : Mr. Chairman, Sir, I thank you for giving me an opportunity to participate in this debate on the Supplementary Budget of the Railways,

At the outside, I wish to say that "Slow and steady wins the race" was our old proverb but now-a-days the new proverb is "Speed with steadiness wins the race". That new proverb has been proved by our hon. Railway Minister when the conversion of Madurai-Virudhu Nagar-Tirunneveli has been done within four to five months time. I have to thank the Minister for the same.

In the Supplementary Demands, the Southern Railways have not been represented at all despite all the MPs saying that everyting is going to the South. The present Supplementary Demands are fully in favour of the Northern regions.

Sir the Tamil Nadu people expect the Railway Ministry to get sufficient funds to convert the line between Dindigal-Trichy-Madras at least in the next year as was promised by the Minister when we met him last year.

Sir, I may tell you that when Indiraji laid the foundation stone in the 1970s in Kanyakumari, connecting Kanyakumari to Trivandrum and Kanyakumari to Tirunneveli, it nearly took ten years for the work to be completed in that 50-60 kms track. Now, there is a change and we have got new technology. We have to congratulate the engineers and those who have now done a quick work there. In the same way, we expect that the number of Express trains should not be reduced. Now, we are going from Kanyakumari to Madras by Express train. But from Nellore to Madras also, there should be an Express train. Yesterday, people in Tirunneveli were on hunger strike and all the shops in Tirunneveli were closed. The people there were demanding that there should be a straight train-Nellore-Express train-to Madras.

At present, five Express trains are running traditionally. From Tuticorin to Bombay there should be a broad-gauge straight line and then only the meaning of 'uniguage' will be perfect. Bombay is a great industrial city and Tuticorin is one of the developing industrial cities. Therefore, there should be a straight line and I demand for that. Further, you have not completed the works on Tenkasi-Virudhu Nagar lines. All the match factories, firework factories, textile factories in Rajapalayam, Sivakasi and Sankaranakoil are the

[Sh. M.R. Kadambur Janarthanan]

existing industries and the main intention of having the broad-gauge line there is to improve the facilities being provided for the industries.

Therefore the existing industries are losing their facilities. So, Tenkasi to Virudhunagar conversion also should be taken up immediately to facilitate all the southern district-people to improve their industries and their travelling.

I come from a village called Kadambur. It is surrounded by ten or twelve villages. It is a traditional stopping village right from the starting, from the days of Britishers. All the Express Trains were stopping there. We have met the General Manager; he has also accepted, but it is not in the Time Table. I request you, on behalf of the villagers of these ten or twelve villages surrounding Kadambur to stop the train there.

Coming to the new lines, Melapalayam is a completely Muslim dominated area. There are handloom and powerloom weavers. Melapalayam also should be made a stopping station because it is on the new line.....
[Interruptions]

¶ Melapalayam is a completely Muslim area; it is a municipality. There are people who are living on handloom. Why should I not speak for them? The minorities should be taken care of. It has got cent per cent Muslim people. Though I am a Hindu, why should I not speak for them? I am an Anna follower. I am a secular. A Muslim from Rajapuram village has been elected to my village constituency. [Interruptions]

Therefore, I request the Minister to have the Kadambur stoppage and Melapalayam a new stopping for the Express Trains.

Further, as Mr. Acharia has said, now-a-days Railway people are demolishing railway goods sheds which were built by the British people. If you do not preserve the goods shed, why do you demolish them? Kadambur station was built at the time when my grandfather was born. It is not demolished. But the goods shed is going to be demolished

It cannot be understood in goods traffic why this jumboo system of 60 or more years.

I would like to know whether you are going to give Rs. 60 lakhs for Tuticorin line. It may be possible. Then what about Kovilpatti, Sathur and Kadambur? which needs 2 to 3 wagons. Our people have to depend on these two wagons or three wagons. Don't you want them to have the facilities? Do you want to deprive it to them? Railways said that those having less than five lakh rupees revenue will be demolished. But Kadambur is having Rs. 10 lakh revenue. I am not talking like this because I am Kadambur Janarthanan. It is in fact having Rs. 10 lakh revenue. Therefore I want to tell the Minister, please do not reduce the number of Express Trains. Nelloi to Madras Express is a must and between Tuticorin to Bombay a straight broadgauge train should be there. Then only on the broadgauge line whatever money you have spent will be utilised.

¶ Lastly I want to say that Delhi is the Capital of India. We want to have the unity of the country in tact. But in Delhi we are hearing only Hindi and English announcements. Karnataka Express, Tamilnadu Express, Andhra Pradesh Express and Kerala Express trains are going from there. There must be translation in Kannada, Tamil, Telugu and Malayalam because people in these trains do not understand Hindi. If they hear the announcements in their language, then only they will feel that they are in India. These four southern languages should be spoken in Delhi at least from tomorrow. That will give the youngsters a very good feeling that we are one and India is one.

With these words, I would plead the Tamilnadu Chief Minister's request to have broad-gauge lines in the entire State of Tamilnadu.

Thank you for giving me this opportunity.

SHRI BIJOY KRISHNA HANDIQUÉ (Jorhat): Mr. Chairman, Sir, I would like to raise a few points on the Supplementary Demands for Grants on Railways. (Interruptions) Sir, taking note of the Supplementary Demand asked by the Railway Ministry on the gauge conversion of Solapur (Hotgi)—Gadag, from metre gauge to broadgauge

which was hailed by the hon. Member's of Maharashtra yesterday and today. But, I am unhappy because—other hon. Members from Maharashtra are happy, but I am unhappy; you may ask me why?—I would like to place on record that all are not that lucky in regard to the conversion of meter gauge to broad gauge particularly in the case of Assam and the North-Eastern Region. The conversion of metergauge to broad gauge in Assam is a long-standing demand. When it was announced in the Parliament by the hon. Minister here, I must admit that, All people welcomed it; we, from the North-Eastern Region have hailed it. But, unfortunately, the people of this Region are being disillusioned at the way the railway authorities are implementing the conversion from metergauge to broadgauge.

Sir, the work is scheduled to be done in two Phases—Phase 1, from Guwahati to Lumding; and Phase 2, from Lumding to Dibrugarh. The Phase 1, was well underway—I must admit that also and I must congratulate the hon. Minister for that. it is well underway. But it has been found that the railway authorities have used the cast iron sleepers in lieu of concrete sleepers which are as per modern technology adopted in the country since they are more durable than cast iron or wooden sleepers and give higher speed to the trains' movement.

It is for the attention of the hon. Minister. The work planned for the Phase 2, from Lumding to Dibrugarh is far worse and more disappointing. According to our information, the railway authorities besides using cast iron sleepers are reportedly using the rails which have been discarded in other States. When the hon. Members from Maharashtra are happy, they should also look into it as to whether the discarded rails have been sent to North-Eastern Region for using them there. So, it appears that the people of the North-Eastern Region are fated to rest content with the obsolete technology; and used discarded materials as it were, the North-Eastern Region is the dumping ground for the materials used and discarded in other States. The people of the North-Eastern Region where the voice of alienation is often heard, raises the question and rightly raises the question as to how long

the people of this Region will go on being taken for a ride in the name of development.

Sir, the hon. Minister has gone out; but, I would request him just to hold a probe into it and take corrective measures. Otherwise, what will happen is that the people will organise resistance movement; they have already decided to work the movements; and as the elected representatives of the entire North-Eastern Region, we the M.Ps. cannot remain as dump spectators. I am not speaking out of anger but out of anguish, deep anguish. All the grievances expressed by the hon. Members in this House umpteen number of times were given a go-by, by the railway authorities in a cavalier manner. This is in spite of the assurances given in the House. I will tell you one instance. The demand for a train service from Guwahati to Dhubri, a demand which has been voiced by the hon. Member from Dhubri, Shri Nurul Islam, has not yet been restored. The reason given is lack of security. If lack of security is the reason, then, how are the other trains operating in the area? What makes the railways think that only this train, and not the other trains operating in this area, is haunted by the insecurity phobia. I find that talking about insecurity is a Fit all cases an excuse. The trains were never suspended to Punjab and Jammu & Kashmir even in the worst days. I think, hon. Minister will take action.

Mr. Ram Naik is not there. He insists that we should keep ourselves serious, to the Demands for grant. I refer to the repairs and maintenance of permanent way of works. You know that in the recent floods, the railway services were paralysed for one month. Why? We have passed the budget for repair work—for maintenance. Why were the rail lines and rail bridges not maintained properly?

You know that the rail link is the only link. With the rest of the country which is tenuous and uncertain. The flood is not a new phenomenon. Since flood is not an unpredictable phenomenon, why were adequate preparations not kept handy to meet such an eventuality? Knowing that this region is vulnerable in the flood season, why could not the railways strengthen the bridges so that these did not collapse during the onrush of flood.

[Sh. Bijoy Krishna Handique]

For nearly a month, these people have been suffering. Their agony is unimaginable. The authorities had to resort to emergency measures, like air-dropping of food to passengers stranded in train amidst a sea of water. It is reported in *The Times of India* today that in some cases, emergency supplies of food, water and medicines were organised with the help of army and air force planes for the stranded passengers. What is deplorable is that while the other departments have, more or less, got some contingency plans keeping in view the vulnerability of the region, unfortunately, the railways do not have such contingency plans. The delay in restoring the rail link is due to lack of imagination and casual handling of things. Have Railway lines have been paralysed for a complete one month. Has it ever happened in any other part of the country where the railway services have remained paralysed ?

I do understand the Railway Minister has an understanding of the problem of the North-Eastern Region, and hope he will look into the state of affairs and take effective and adequate measures. Last year, during the debate on Supplementary Demands for Grants, I posed a question : will railways listen to the voice of reason ?

It appears, they have not. I am afraid this has crossed all tolerable limits. Can you blame the people of this region if they talk in a language which Government just summarily brands as a language of alienation ? May I ask this question to the August House ?

Time is running out. It may be too late would urge upon the Railway Minister to look into the matter himself and see that the things are corrected and implemented properly.

SHRIMATI SUSEELA GOPALAN (Chirayinkil) : Sir, supplementary demands for grants actually, it is very much disappointing. During the last budget discussion many problems were highlighted especially about the North-Eastern region and Kerala.

For a place like Kerala also, only Rs. 6 crore was set apart in last year's Budget. I know that the Railway Minister will say that the entire amount which is spent for Konkan Railway line and also electrification which is done in Tamil Nadu is for Kerala.

He will say so many things. The entire expenditure incurred for all the railway lines actually lead to Kerala because we are at the tip of the country. So, in that way, he can say so. But actually the amount spent is very little in Kerala. The North-Eastern regions is also suffering very much. In some of the areas, new railway lines will have to be laid. I thought that some consideration will be given to them. For example, the capital area of Tripura Agartala is not linked by railways. This is very unfortunate. Likewise, industrialisation of Kerala depends on how soon we double the railway lines from Mangalore to Shornur and from Kayangulam to Trivandrum. Finding the importance of it, all the MPs from Kerala including the Central Ministers from Kerala met the Prime Minister and presented our grievances before him. He promised that if we tell him about one railway line, he will see to it that it will be completed within this year itself. That was the commitment made by the Prime Minister. He committed that railway line from Kayangulam to Trivandrum will be doubled within this year itself. That was the promise made by him. But what has actually happened ? No progress has been made. It is not only this. In some of the places, land acquisition was stopped. The work of doubling the line from Kayangulam to Quilon is very slow. Only Rs. 3 crore was set apart and the work is going on very slowly with this amount. After seeing the importance of it, the Chief Minister himself, together with some MPs, met the Railway Minister and it seems that he had promised so many things like the acquisition cost from Quilon to Trivandrum will be met from the Centre and also more amount will be allocated for the doubling of Kayangulam-Quilon line. But nothing is visible. Only promises are made and nothing is actually done by the Railway Ministry. We are feeling that Kerala is given step-motherly treatment. Rajdhani Express is going upto Madras. Why cannot it be diverted upto Trivandrum ? It can be done very well. But that is also not given any consideration. All the old bogies are sent to our district. You have started one train from Delhi to Trivandrum and whenever you go to Trivandrum railway station, you will find a writing there that first-class bogies or air-conditioned bogies are cancelled that day. What is actually happening ? I have

had that experience very often. These bogies are sent towards some other direction. This is actually cruel. Bogies are very old. (Interruptions) When you are taking up conversion, subsequently more bogies and wagons should be produced. If proper planning is not there, there will be shortage of wagons, ultimately, Kerala suffers and we in Kerala will be the biggest sufferers.

18.00 hrs.

Due consideration is not given for wagon and bogey building. If this aspect is not taken care of, we are going to suffer very much in the coming years.

I asked about the model railway station in Trivandrum. I am told that the construction is over. Actually, only renovation work is done at the Trivandrum Railway Station and a computer is installed. Excepting this work, what other thing is there? I want the Railway Minister to go and see what actually is done in Trivandrum. When I put a question, a reply was given that the work was over. Even these questions and replies are also becoming meaningless. Railways claim that the work is over. But it is not correct. Only some renovation work was done Model Railway stations was to be built.

Now I would like to refer to the sleeper class system. Where is it implemented? I request the hon. Minister to go and see in Delhi Station whether it is implemented or not. Ask our Calcutta friends whether it is implemented there? Nowhere in India, is it implemented excepting Kerala. People of Kerala are complaining that bogeys are full with other passengers when the train starts from Delhi or Bombay or some other city. I challenge that it is not implemented anywhere else. In Kerala when anybody gets into the sleeper bogey, he will immediately be asked to pay the sleeper charges. It is done in Kerala with vengeance because we are a law abiding people and we buy our tickets and then only board the train. For this, Kerala people are penalised and only reserved coaches are provided. We requested that at least some more compartments should be dereserved. But it is not done.

There is another train, viz. 'Executive Express'. If it can stop at Kayamkulam which

is a junction and also at Varkalai, this would benefit a lot of people. This train has all unreserved compartments only and much time will not be lost by adding two more stops. At the most, it may hardly require another 15 minutes. But this gesture will be very much appreciated by the commuters and people living in that area. I appeal to the Railway Minister that he should see to all these things. Our people have a feeling that they are being penalised. I would like to know from the hon. Minister what efforts are made to remove this feeling.

For example, take the case of doubling, which is one of the major issues in Kerala. I read in the papers that the Railway Minister has promised that the doubling of the railway line from Kayamkulam to Trivandrum would be speeded up and acquisition charges would be paid by the Railways. I want to know whether it is correct. It has come in the papers and people are under the impression that this is being done. So, we want to know the truth. Doubling of the Shoranur-Mangaluru line also has to be started. By the time the Konkan Railway line is completed, this also should progress accordingly. Then only the people of Kerala will benefit by Konkan Railways.

Sir, there are so many other things. But I am not going into all those aspects. I just mention a word about track renewal. This is very important. From Ernakulam to Kayamkulam via Kottayam very often, parts of the track is damaged and there appear big gaps in between. So many accidents were avoided only because of the interference of people who cautioned the authorities in time and stopped the trains. This is happening very often and this is very dangerous. I, therefore, appeal to the Minister to see that the work of track renewal should be done promptly, wherever it is necessary. Otherwise, there will be accidents.

Alleppey railway line is completed. There is no direct train from Ernakulam to Trivandrum. It was promised by the Chief Minister that a new direct train will be started from Ernakulam to Trivandrum. We would like to know what step has been taken by the Minister in this direction. I hope the Minister will give due consideration to the problems faced by the people of Kerala. Otherwise, instead of promoting national

[Smt. Susoela Gopalan]

integration the Railways is going to promote fissiparous tendencies and we would not be able to prevent people from raising such agitations.

SHRI E. AHAMED : Mr. Chairman, I would just like to mention a few things.

[Translation]

SHRI LAKSHMI NARAIN MANI TRIPATHI (Kaiserganj) : Mr. Chairman, Sir, there is no quorum in the House.

[English]

MR. CHAIRMAN : The bell is being rung.

Now there is a quorum. The hon. Member, Shri E. Ahamed may continue. But, before he continues, I would like to say that there are a number of speakers in the list. If all of them want to participate, I request them to restrict themselves and be brief. We will have to call the Minister at 18.20 hours.

SHRI E. AHAMED : Sir, while supporting the Demands for Grants moved by the hon. Minister of Railways, I will make a few observations.

The first point I would like to mention is about the administration of the railways. While participating in the discussion one of the Members suggested that there should be adequate representation of Scheduled Caste/ Scheduled Tribe, backward classes and minorities in the railways administration. I would like to mention that the Railways have 53 divisions in the country. There is not even a single member from the Scheduled Caste/Scheduled Tribe as the District Railway Manager.

This is a most pathetic situation in the country. So far as representation of the minority community, especially muslims is concerned, it is abysmally poor.

Therefore, it is high time for the Government to consider the representation to the various communities in this country in the Railways on the basis of proportion of population. Railways are the largest public

sector undertaking under the Government and they are the biggest job-giver. Therefore, being the national body, they should provide representation to all segments of the population.

Another matter, I would like to mention here, Sir, is with regard to the amounts set apart in the development of various regions. Why not the Railways consider providing funds for each Division taking into account the revenue from respective Divisions? There are certain Divisions which bring considerably large revenue but those Divisions have been neglected very much. For example, Palghat Division. It is in Southern Railway is perhaps the first or second in respect of revenue and funds given to them in the matter of development is very much low and but it has been neglected very much. Hon. Shrimati Gopalan has narrated that story.

MR. CHAIRMAN : You please come to the point.

SHRI E. AHAMED : What is the position so far as our area is concerned? I am coming from an area where the Railways had started more than a Century ago. It is a broad-gauged Railway. But what about the development? There is absolutely no development. Mangalore-Shoranur is one area which has been completely neglected by the Railways. I can very well understand the Members' anguish. What is the use of making references and submissions in this august House? Who is superior? Is the Minister or the Members of the Railway Board? There is an all-powerful Railway Board. There are many demands raised by the hon. Members in this House but I want to know how many of them have been responded to by the Railway Board. I came to this House in 1991. For the fourth time, I am making this demand but still there is absolutely not even a positive response from the Railway Board. The Railway Board comes under the Minister of Railways. The Minister is answerable to this House. Otherwise, where can we go? Why are these bureaucrats in the Railway Board keeping mum and why are they showing stepmotherly attitude to a State like Kerala? I have my anger and anguish when I refer to it. I can very well understand and appreciate the

constraints of the Railway Board but, Sir, in the matter of Malabar area viz. from Mangalore, Cannanore, Calicut, Shoranur up to Palghat, there is no new railway line nor doubling. The hon. Minister was pleased to order a survey viz. in Ernad area, from Nilambur to Feroke which is connecting these two districts. I would like to say that even after one year of the survey, they could not even complete five per cent of the work. I would like to ask, if it is a matter of some other area, how, with jet speed, the bureaucrats will run. Why are these people you in the Railways neglecting a neglected area? Is there any justification for that?

There is no survey; there is no railway; that is our fate. There is no new line; there is no new train too. If you want to see one century old railway, you please come to our area and travel in the bogie in which we are travelling; then you will have the replica of the one century old railway.

During the monsoon period, if you have to travel in the bogie in which we are travelling, you will have to have an umbrella and you have to open that umbrella inside the bogie while travelling in that train. That is our fate. Where do we go and say all these things? Why are these people indifferent towards that area?

There is one very important railway station in my constituency—Feroke Railway Station. The hon. Railway Minister was pleased to get down at that railway station on his way to some other place. After inspecting that railway station, the hon. Minister was pleased to order for the re-modelling of that railway station. But the bureaucracy did not allow him to do so. They said that it did not require re-modelling; it required repairing. I want to know who is running the Railway Ministry? Is the Railway Minister running the Railway Ministry or the officers? I had already given my complaint, my resentment, my representation in this regard.

While supporting the demands, I once again say that a lot of injustice has been done to Kerala urge upon the Minister to do justice to our area.

SHRI CHITTA BASU (Barasat): I want to draw the attention of the Minister to certain

problems. The work in the Metro Railway in Calcutta is not progressing according to the schedule. I want that the Railway Minister should see and monitor it and provide for adequate funds so that the progress of the works in the Metro Railway in Calcutta proceeds according to schedule.

There is a proposal under consideration of the Government for the expansion of the Metro Railway from Daliganj to Guria. This has not been finalised as yet, because we learn from the Press that there has been a certain dispute regarding this extended project. I want to know whether the Government has got also any proposal for further extension, not works, from Dum Dum to Barasat or from Dum Dum to Darakuria for the Metro Railway, because it will also help in solving the acute problem for the suburban railway.

It is not a fact that the 4.5 km. project from Prince Ghat to Maje Ghat of the Circular Railway in Calcutta is not being completed because of certain dispute which has arisen between the Port Trust and the Eastern Railway? I want that, in the interest of the railway commuters in Calcutta, they should immediately resolve this dispute between the Port Trust and the Eastern Railway.

I think the Railway Minister knows about it. All India Railwaymen Federation has decided by a ballot to go on strike for their own demands. Their demands are very simple. They include; merger of DA with basic pay, 25 per cent increase as interim relief and implementation of all pending hours of work given by the Board of Arbitrator in the JCM scheme and others. About 14 lakh railway workers have given a notice to go on an indefinite strike.

That is not merely a news, but that also is something which the country and the Government cannot ignore. May I know from the hon. Minister whether the Government have decided to take any measures to resolve the dispute as early as possible so that the Railways activities are not completely stopped within a few weeks?

Lastly, I go in support of the Ministry. The House must express its grave concern

[Sh. Chitta Basu]

about the continuous reduction of the Budgetary support to the Railways Development Projects. 75 per cent of the Railways Development programme was being funded by the General Budget during the period of Fifth Five Year Plan. During the period of Sixth Five Year Plan it had been reduced to 58 per cent. During the Seventh Plan period it had been further reduced to 42 per cent and the current year budgetary support has been reduced only to 14.7 per cent.

I have sympathy for the Railway Minister when all of us demand much more developmental works to be done, but what about the budgetary support to the Railways development programme. This budgetary support has been reduced. It is shameful to know that because of the dictates of the World Bank and the International Monetary Fund this has been done. I think, the House should make its whole assessment about this budgetary support and support the Railway Minister for higher allocation from the Budget for the Railways developmental works.

SHRI G.M.C. BALAYOGI (Amalapuram):
Sir, I thank you for giving me the opportunity to speak on the Demands for Supplementary Grants (Railways).

In this connection, I want to submit to the hon. Railway Minister that Railways, so far have neglected the only line in the country, i.e. Kakinada-Kotipalli Railway line, which was taken away during the Second World War. This line was situated in my State of Andhra Pradesh. It is very painful to say that seven lines were taken away in this country during the Second World War and out of the seven, six lines were restored except the one i.e., Kakinada-Kotipalli which was situated in my constituency.

The late great Prime Minister Pt. Jawaharlal Nehru also stated in the House to restore all the railway lines which were taken away in the Second World War. The Railway Department has restored six railway lines except the line in my constituency Kakinada-Kotipalli.

It is a small line of just 43 kms. and the cost of this project is about Rs. 40 crores, I do not know why the Railways have neglected this line so far, even after the inde-

pendence and the great Prime Minister Pt. Jawaharlal Nehru's promise in the House that these lines would be restored which were taken away during the Second World War.

This year they have sanctioned something for the up-to-date survey of the above line.

The population of my district is the largest than any other district in the country. It is having 50 lakhs of population. They are agitating for the railway line and Railways have not so far materialised this line.

I request the hon. Railway Minister kindly to speed up the work and fulfil the dreams of the people of my area. This is not a new line, it is just the restoration of the old line which was taken away 50 years back. This Kakinada - Kotipalli line will not only benefit my Parliamentary constituency of Amalapuram but it will also help in transporting cargo, such as paddy, coconut, commercial crops crude, etc. which is transported by road thus creating bottlenecks and congestion.

They propose for further extension of this line from Kotipalli to Narsapuram via Amalapuram. It is also worth considering for the speedy development of the coastal belt and oil and natural gas exploration work in Krishna-Godavari basin.

My constituency is exporting nearly Rs. 1000 crore worth of coconut, paddy and other commercial products every year from my place. All these goods are being transported by lorries rail only. All of them are agricultural products. The ONGC also is transporting Rs. 1000 crore worth of crude and gas from this year through tankers. If this railway line is restored railway will make a huge amount of profits. I request the hon. Railway Minister to consider this case and execute this work speedily.

I have only two more points to make. A survey was done by the Railway done with regard to the line from Bhadrachalam to Kovvur. It is in a backward area and it cut short the distance between Vishakapatnam and Vijayawada, extends to about one hundred kilometres. The survey was done twice but nothing materialised.

One more point. Kakinada is the headquarters of my district and it has also got a very good port. But it is not connected with the main line. Out of the nine railway zones in the Country South-Central Railway is the only zone which is showing lot of profits. Vijayawada Division on the South-Central Railway alone is fetching a welcome of Rs. 260-270 crores out of which Kakinada port station is getting Rs. 100-120 crores every year for the Railways. But the Railways are not undertaking any development works in that area. I request the hon. Minister to kindly undertake all these works in this area and speed up. *(Interruption)*

Mr. Chairman, I understand that the name of Shri Bolla Bulli Ramaiah is being shown on the television instead of mine. This may please be got corrected.

MR. CHAIRMAN : That will be corrected.

[Translation]

SHRI BRISHIN PATEL (Siwan) : Mr. Chairman, Sir, I would like to thank you for the time given to me to speak on the Supplementary demands. The Ministry of Railway is seeking additional funds. I am unable to understand that why they are asking for additional funds? If they ask for additional funds for preventing accidents in future, then it is okay. But they are asking for additional funds so that they could purchase helicopters and visit the sites of the accidents immediately. From this it appears that a large number of accidents are likely to take place. The hon. Minister admits that the number of accidents will increase in the future.

Mr. Chairman Sir, I would like to draw your attention to the Budget-speech of the hon. Minister. The hon. Minister had announced to introduce Passenger Life Insurance scheme in the Railways. I would like to point out here that the poor will not be benefited at all from this proposed Passenger Life Scheme. Previously also I had raised question in this regard that while introducing the Passengers Life Insurance Scheme the Government did not think about the poor people. Therefore, it should be reconsidered because this Insurance Scheme is yet to be implemented I again I would like to State that the names of the passengers travelling

in the reserved coaches are already recorded and in the event of any accident they will have no difficulty in getting the compensation because their names are already registered there. But how can the persons travelling with their tickets in unreserved coaches get benefits? The Department says that in the event of accident if such passengers possess their tickets in their pocket, they could get the compensation. I would like submit to the hon. Minister with great humility that even clothes do not remain on the bodies during such incidents, then how can we find the ticket in the pocket?

I, therefore would like to request to rectify this scheme and at the same time I would also like to suggest that the passengers travelling in unreserved coaches may be asked to give details of their names, addresses etc. on a slip to the department and since the passengers themselves will furnish all the information it will not cause any additional work load on the department. These slips should be kept safe till the train reaches its destination. I think that in this way the Government can implement this scheme and it will cause no additional expenditure on the Railways and the poor people will get the benefits of this Insurance Scheme in the true sense.

Mr. Chairman, Sir, two train accident have taken place in Bihar recently. Our hon. Minister had gone to visit the site. One accident took place near Darbhanga and the another accident took place near Mairwa station involving Avadh-Assam Express. When Shri Jaffer Sharief returned from Mairwa, Bihar I am distressed to say that again the Avadh-Assam train met an accident near Gorakhpur only after 5 days. I do not know why the officers of his department did not bring this to the notice of Shri Sharief because when I met him, he expressed his ignorance about this accident and stated that the entire track of that side seemed to be out of order. The hon. Minister admits that the entire track of that side is out of order and accidents were taking place one after the another. In such a situation is it justified to provide extra funds for only to enable them to purchase helicopters for visiting the site of the accidents? Why this budgetary provision should be made? It is not meant for the railways. Is it meant for their person purposes?

[Sh. Brishin Patel]

Mr. Chairman, Sir, I would like to cite to the hon. Minister that during my college days once our principal was standing on a station and a train was arriving there. He started saluting the engine, and greeted it again and again as a mark of respect. People thought that our principal had gone mad. But when some persons asked him as to why he was greeting the engine again and again. He said that it was the engine which was the real power and energy, but the hon. Minister of Railways sees this power and energy only for the Southern part of India and not for the Northern part, because you will find that there is no provision of additional funds for Northern India. I, therefore, would like to submit to the hon. Minister that we all are the citizens of India, therefore, all regions of the country should be equally treated and equally developed.

Mr. Chairman, Sir, the time is short. But, in the end I would like to give you a suggestion that the hon. Members of Parliament from Bihar and requested you that the Rajdhani Express should stop at Patna also, and I, express my thanks that you provided the halt of Rajdhani Express's at Patna junction on two days in a week. But the hon. Members of Parliament from Bihar have not got any benefit from this Rajdhani Express. I would like to request you to provide Rajdhani Express from Delhi on Friday so that we may be benefited from it because Saturdays and Sundays are holidays and we may go to our areas in Bihar. In the same way this train may be provided from Patna to Delhi on Sundays so that we may reach Delhi conveniently and attend the Parliament on Mondays.

18.33 hrs.

[SHRI TARA SINGH *in the Chair*]

With these words I conclude and request the House that the additional funds should be granted only if the hon. Minister implements the suggestions given by all the hon. Members otherwise there is no need to sanction them even a single paisa.

SHRI ASTBUJA PRASAD SHUKLA (Khalilabad) : Mr. Chairman, Sir, I thank you for allowing me to speak. In the Demands for Grants for Railways for the year 1993-94, the Government has paid attention towards

Bombay Central, South Central Railway, Western and Northern Railway and it seems that the Railway Minister has forgotten the North Eastern Railway Zone totally. Recently the Minister had visited this zone in connection with an enquiry into a railway accident which took place due to defective railway track. I would have supported this Demand for Grants if there had been a provision for construction of new railway track there. There is no train from Gorakhpur to Durg. Only one train which runs between Saarnath and Varanasi. If a proposal would have been made to extend it upto Gorakhpur or to provide a train from Surat to Gorakhpur or to restore the inter-city train which had been running between Gorakhpur to Lucknow and which had been cancelled or to introduce a new train from Gorakhpur to New Delhi. I would have definitely supported this demand and I could have understood that the hon. Minister wishes to do something for the North Eastern railway.

The Former Railway Minister Late. Shri Shivnarayan's heartiest desire was to provide a railway line from Khalilabad to Balrampur and even on his death bed he was repentant that he could not do it. The Former Railway Minister hon. Mahavir Prasad was also willing to construct this railway line. I fail to understand as to why the Railway Minister has been paying no attention to this repeated demand and contrary to that he is making different replies in this regard. He has given an assurance to provide funds during the next financial year for gauge conversion in respect of railway line from Gonda to Gorakhpur. If he has provided some funds in this very current year. Budget, I could have taken it as the Minister is paying attention towards the North-Eastern railway. He has simply avoided the things for the next year. You can ask funds for other places, but what is the reason for not giving attention to this particular Railway. Kanpur onwards Railway lines have been electrified but great difficulty is being faced due to non-electrification between Baurauni and Kanpur. You are also not paying attention towards this demand. Despite repeated demands for this electrification, the hon. Minister is not paying any attention towards it.

In place of providing more trains the hon. Minister is reducing the number of existing trains. It has cancelled two trains. There

is no direct train from Gorakhpur to Delhi. The Minister has cancelled the train which was running from Gorakhpur to Lucknow and from Gorakhpur to Kanpur. If you can not provide more trains but at least do not reduce the existing number of trains on this line.

If the hon. Minister wishes that Members of Parliament belonging to north-eastern region should support the Demands for Grants, he should give an assurance that he would regard the feelings of the public of that area.

It had been decided to set up a railway wagon factory at Gorakhpur. But I fail to understand as to why it has been shifted to some other State. I would like to tell if the North-Eastern Zone is continued to be ignored by the Railway Ministry, the hon. Minister can not get any support from the Members of Parliament belonging to the North Eastern region on this Demands for Grants. Railway Minister is not paying any attention towards the North Eastern Railway. It seems that it does not fall under his jurisdiction. It is a serious matter and I would like to know as to what steps are being taken in this regard by his Ministry. What is his plans for constructing new railway line especially the new railway line from Khalilabad to Balrampur and from Khalilabad to Duhrihat. The hon. Minister should give an assurance to this effect.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM) : I am on a point of order, Sir. I understand that the debate has been going on for over two hours, over the time limit that has been allotted. Normally, the House is expected to extend the time, which was not done. I would like that procedural aspect of correction to be done firstly.

Secondly, it was our hope that today we would be able to do not only the Grants for Railways but also the General Demands.

But obviously General Demands is not possible. My request to the House, through you, is that at least take up for passing the Railway Demands for Grants today. Let us finish this one item at least today. We have been speaking endlessly. I also am tempted surely to stand up and ask a few things because like everybody else, I also represent a constituency. But then we could be very brief and call the Minister to solve the problems.

SHRI YAIMA SINGH YUMNAM (Inner-Manipur): Sir, all the parties have been given chance to speak but I have not been given a chance. I want to know why this discrimination....(Interruptions)

MR. CHAIRMAN : Please sit down..

(Interruptions)

SHRI RAM NAIK: Sir, I would like to respond. The Minister's request is all right and we are ready to cooperate but those whose names are there, they should be allowed to speak. There is no harm in that.... (Interruptions).

MR. CHAIRMAN: Mr. Yaima Singh, please do not shout.

[Translation]

SHRI SHIV SHARAN VERMA (Machhlishahar): Mr. Chairman, Sir, my Parliamentary Constituency "Machhlishahar" is related to Jaunpur and Pratapgarh district of Uttar Pradesh. But in the Supplementary Demands for Grants my area has been ignored totally. A Railway line has constructed from Lucknow Pratapgarh to Mughalsarai a long time back and the same railway line is still operating there along my constituency and the remaining whole area is untouched by the railways.

In my area the Nilanchal Express runs for three days in a week and Kashi Vishwanath Express runs daily but it has a heavy crowd of passengers. It does not have the capacity to take all the passengers to Delhi and it is the only train for Delhi. All the stations on this line are in a very deplorable condition. It seems that in place of human beings, cattle live in these station.

Pratapgarh station is a den of criminals. On this station, there is no such officer as can

[Sh. Shiv Sharan Verma]

guide the passengers correctly and provide safety for them. Kashi Vishwanath Express stops at 3 O'Clock at night at this station and the passengers travelling in it are not safe at all at that station. There is no place for MPs or VIPs on this station. They have to sit on the benches if they get down there.

On this line Badshahpur is a very important commercial and industrial centre. Earlier there had been an intercity Express from Kanpur to Varanasi via Lucknow but it has now been stopped. At present there is no train for Kanpur from this area. So I urge upon the Government to restore the Intercity Express from Kanpur to Varanasi via Lucknow. If it is not possible to restore it upto Varanasi then it should be extended upto Janghai so that people could go to Kanpur easily.

Besides it, three more general boggies should be attached to Kashi-Vishwanath Express so that all the passengers could avail the facility. I would like to tell that in this train side berths have been allotted for MPs, which are not safe, so I request the hon. Minister to allot the berth for MPs in the middle of the compartment so that we MPs could travel safely in the train.

The security guards deployed in trains are very weak and at the time of any mishappening they flee away instead of helping and guarding the passengers. That is why, no passenger is safe. There is no arrangement for cleanliness in the compartments of trains, so all the compartments are very dirty. If anyone boards in Three Tiers due to non-availability of room in other compartments he is forced to get down at some desolate place in the night so that he could be murdered there. I would like to request that in case a person gets in 3-Tier Compartment, he should be charged an additional amount, but in no case he should not be forced to get down from the train at a desolate station. I would like to say that 25-30 years earlier there had been a proposal for two more lines to be constructed in this area. One was from Chilvita station near Pratapgarh to Shahganj, and second was from Badshahpur station to Shahganj. I would like to point out that earlier my area was related to the area of Pt. Nehru and so long as the area was related to the above said area the developmental

work used to take place but since when the opposition party started winning elections from there, authorities have started ignoring this area. Only Kashi Vishwanath train goes from here. There is no other train from Pratapgarh. So I would like to say that Kashi Vishwanath Express should start at 7 or 7-30 from Delhi and its departure from Pratapgarh should be fixed at 6 or 6-30 so that we could reach Delhi easily. Extension of Badshahpur station is also necessary. An overbridge should be constructed there. Arrangements should be made for drinking water there. A little portion of the budget should be spent on my area also. I would like to say that much only.

SHRI SANAT KUMAR MANDAL (Joynagar): Sir, I thank you for allowing me to speak, and I wish to make 3-4 points in this regard. I represent the Sundarvan area. From Siyaldah to Kaining is the Second railway line introduced in the country. I demand that this line should be doubled. There has been a demand for the doubling of this railway line from Kaining to Sonahpur which has only a distance of 20 kilometer. It is an important railway line so it should be doubled as early as possible.

From Sundarvan area goods like vegetables milk and fish are being sent to Calcutta. There is no other means of transport for Calcutta from here. A survey had been conducted for constructing a railway line between Kaining to Golabari but it was not implemented. I would like to say that this line should be constructed.

Balurghat in West Bengal is an area where no railway line exists. I urge upon the Government that railway line from Malda to Balurghat should be constructed during the eighth Five Year Plan.

There is no drinking water facility at the platform. There is no fans and lights in local trains, doors of coaches are broken. There is no proper arrangement for drinking water and toilet at Kagni, Lalpi, Velveria, Chhuti-yari, Shitak, Miyali and Champahari stations. So I request you to take necessary action in this regard.

Mr Chairman, Sir, I thank you for allowing me to speak.

SHRI HARADHAN ROY (Asansol) : Sir, the condition of coaches of local trains running between Dhanbad and Vardhaman is not good. It should be improved. There is no drinking water facility, light and doors in these trains. You should pay your attention towards it. The condition of first class compartments in some Express trains like Amritsar Express is worse than the third class compartment. There is no facility in these coaches. EMU Coach should be from Vardhaman to Dhanbad and from Vardhaman to Madhupur Giridih. It is quite an old demand. The hon. Minister should pay his attention towards it. The Hon. Minister goes to Hawrah, the condition of 1st Class retiring rooms in Vardhaman, Asansol and Hawrah is deplorable. The condition of retiring rooms at these stations should be improved. The loco-running staff which has been retrenched should be reinstated and arrears of their pay etc should be given to them. Millions of people earn their livelihood, as hawkers, at these Railway Stations, they should be given licences. You should pay attention towards the posts of SC/ST lying vacant in your department. Several platforms do not have drinking water facility, light and shades. These facilities should be provided on those platforms. The level of the lower platforms should be raised.

I have one more demand. Rajdhani Express stops at three places in U.P. and at two places in Bihar. I would like to say that its stoppage should be made at Asansol or Durgapur in West Bengal, and the trains going through Patna should stop at Asansol. You should pay your attention towards the increasing tendency of Railway accidents. The Government should review its policies in respect of Railways because these policies are causing loss to the Railways and increasing all round corruption in Railways.

With these words, I thank you for allowing me to speak.

[English]

SHRI N. DENNIS (Nagercoil): Mr. Chairman, Sir, while supporting the Supplementary Demands for Railways, I wish to make a few points. The hon. Minister has explained the necessity for the Supplementary Demands and the hon. Members have also explained the importance and the necessity for the Supple-

mentary Demands. So, I do not want to explain that further and I would like to confine myself to some problems relating to my constituency.

Sir, by the completion of the Karur-Dindigul-Madurai-Tirunelveli broad gauge railway line, the Railway Ministry has decided to introduce an Express train between Nagercoil and Madras.

It is published in railway calendar also. It is announced by the Ministry and the Department that it would be operated on 20th July and also subsequently on 15th August. But it is not operated so far.

I would like to point out that there is no direct railway train service between Nagercoil or Kanyakumari to the State capital Madras. It has to be operated without further delay.

There are Broad gauge railway line is completed from Kanyakumari through Trivandrum and also through Tirunelveli, Dindigul and Karur. Trains could be operated from Kanyakumari to the different parts of the country. That would save the time, distance and also expense.

Kanyakumari is the southern-most part of our country and national and international tourists are pouring into Kanyakumari being a tourist centre. To promote national integration also, Kanyakumari should be connected with direct railway service. Now there are only three train services from Kanyakumari to different parts of the country.

I would like to point out that regarding Eraniel railway station, should have to be fixed as stopping station for Express trains.

As per the present policy of the railway department, there is no provision for manning new level crossings. The railway department has shifted the responsibility of manning new level crossing to the local bodies or local Government. Now there are several important level crossings which are without manning personnel and thus not to implementation. That policy has to be taken away and the railway department has to take up the responsibility of manning level crossing railway station wherever there is a necessity for it.

[Sh. N. Dennis]

I would like to point out regarding casual labourers who had worked in the construction work in the railways at the formation of new railway lines. Since that they have been retrenched. But they have been without work for a long time and they have to be taken back for regular work. The system of zonal contract up to one lakh has to be discontinued so that that the casual labourers could be accommodated in regular work.

Lastly, I would like to point out that at the cancellation of railway ticket 1 1/2 should have to be forfeited by the passengers. It has to be reduced because even in air ticket, only 1/4 of the fare alone is taken away. So, regarding railway cancellation the system of taking 1 1/2 has to be discontinued.

The running time of trains should not be more than the running time of bus service for the same distance.

19.00 hrs.

The second class fare in railways should not be more than the bus fare. If that is there then the confidence of the Passengers people for railway travel would go. These are my suggestions. Thank you.

SHRI YAIMA SINGH YUMNAM:
Mr. Chairman, Sir,....

MR. CHAIRMAN. Only two minutes please.

SHRI YAIMA SINGH YUMNAM: No, Sir. I will take a little more because in two minutes, it is impossible to express anything. I will take five minutes.

Supporting the Demands, I am placing before the Minister, the difficulties, inconveniences and plights of the people. (*Interruptions*)

MR. CHAIRMAN : No *bhashan*. I would request you to give only points.

SHRI YAIMA SINGH YUMNAM: Then what shall I speak ?

MR. CHAIRMAN: You can sit down.

(*Interruptions*)

SHRI YAIMA SINGH YUMNAM : So I am speaking. It is because of the difficulties of the people of North Eastern region due to suspension of the railway network for more than one month, I am speaking. Can you imagine this ? What is the plight of the people? If you do not want me to express it in this House, then what should I speak here? Then why am I send by the people here? Please imagine this. For more than one month, trains from Delhi to Guwahati in the North Eastern Railways were suspended. No railway link was here. Please imagine what might be the plight of the people here. I want to express it here. Otherwise, why have I come here? I have not come here for a fashion. So, I am asking the hon. Minister why he did not go there. If it had happened in Maharashtra or in a posh area, you would have gone there. You could have gone there. People have been working here because they cannot go. They cannot afford to go by air. How will they go there? Even how will the essential commodities reach there? That is the problem which I am placing before the Minister. I have not come here for a fashion. Please imagine this. I am not seriously objecting to your proposal for the purchase of an aircraft. You purchase it. But you feel for these areas also.

In the map of India, you will find a chicken's neck. We call it sister of Southern States. It is an area which is not looked after by your Railway Ministry. I have been asking so many times to please start at least some work in that area of Manipur so that the capital of Manipur and Agartala can be connected with the railway line. We did not ask you for crores of rupees. At least you can sanction it. You did not do it. And when we ask you, you say, "we have no funds." We have been asking for a Rajadhani train to reach Guwahati. You did not do it. But when we sent this proposal, we felt very much because you are neglecting those areas. That is why, I wanted to place before this House these things. But within two minutes, who can say all these things? There are so many things to say. You have allowed so many to speak. And you ask me to speak only for two minutes. It is a very sorry thing.

MR. CHAIRMAN: It is very sorry that you are speaking in this fashion. I will not like it.

(*Interruptions*)

SHRI YAIMA SINGH YUMNAM: I will take another one minutes.

MR. CHAIRMAN: I do not like it.

SHRI YAIMA SINGH YUMNAM: Then I will stop it.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Speaker Sir, I would like to thank you for giving me the opportunity to speak on this Supplementary Demands.

I am the representative of Patna, the capital of Bihar. I am sorry to point out that for the last so many years, no new Rail project has been sanctioned for Bihar. For this reason the people of Bihar specially of the capital Patna have to face great difficulties.

MR. CHAIRMAN: Wait a minute Mr. Yadav. For how long would the members like to sit?

SHRI RAM NAIK (Bombay North): Mr. Chairman Sir, let it conclude.

[English]

MR. CHAIRMAN: The time is extended till this item is over.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Chairman Sir, I would like to comment on the treatment being meted out to Bihar in respect of railways. The whole world knows that Bihar is the state which is prosperous in poverty. The Government of India neither, it is a Railway Deptt. or any other Deptt does not pay any attention to the needs of the people of Bihar, while Bihar has been the fortunate State in respect of providing a number of Railway Ministers as Lalit Babu, Babu Jagjivan Ram, Ram Subhag, Kedar Pandey and George Fernandes. They should have paid attention to the needs of the people of Bihar and helped the people through providing Railway facilities to them, but it could not be done. I would like to state that is someone had paid attention to the needs of the State, there would have been a lot of development of Bihar in respect of Railways, C. K. Jaffer Sharief is the present Rail-

way Minister and he is very honest person in the sense that he always pays his whole attention towards his own region alone. If the previous Railway Ministers who were the representatives of Bihar would have paid even little attention towards Bihar, there would definitely have been some development of Bihar but unfortunately none had paid any attention towards Bihar. It is most unfortunate. Our Railway Minister sometimes goes to Bihar on tour and gives a lot of assurances to the people of Bihar. Recently, he went to Bihar on tour. The Bihar Government, the people of Bihar and the people of Chamber of Commerce gave a warm welcome to him and in turn he gave a lot of assurances to the people but not a single one out of those assurances has been fulfilled. What to talk of fulfilling the assurances, not even a step has been taken in this direction. There has been a long-standing demand that Samastipur-Darbhanga Meter gauge railway line should be converted into broad-gauge line but the Government has paid no attention towards it. The length of this line is only 37.42 km and we have demanding the conversion since 1974-75. A scheme has also been prepared with an estimated cost of Rs. 12 crores but the Government did not pay any attention towards it. Our second demand relates to the conversion of Muzzaffarpur-Narakatiaganj Meter gauge railway line into broad-gauge. A survey has been conducted and a scheme has also been prepared in 1989-90 in this regard but no action has also been taken by the Government of India in this connection. The survey report has been sent to the Government of India through Railway Board and is still lying pending with it.

Secondly, when our hon. Minister had gone to pay a visit to Bihar, the Government of Bihar requested him to set up a new Zonal office in Bihar because Bihar has Railway Lines in 600 km. area, and in response, he had assured if the Government of Bihar made available some suitable place for it, he would work for setting up the Zonal office. The Bihar Government has promised to make available a decent building free of cost but the railway department of Government of India has not yet paid any attention towards it. Not only this but the construction work of Chittoni-Bagha railway bridge is also lying pending. This project is a joint venture of Bihar Government and Uttar Pradesh Government. The Bihar Government has already

[Sh. Ram Kripal Yadav]

made available its share contribution of Rs. 5 crore and has committed to provide the rest of its share in due course. The State Government has requested the Union Ministry of Surface and Transport to declare the Gorakhpur, Shigoli, Gopalganj and Mujaffarpur roads as national highways keeping in view the urgency of development of the region. The Ministry of Surface transport has already accorded its approval to it, but the case is still lying pending.

Similarly, the case of electrification of Jhagha-Mughal Sarai main rail-track is still lying pending with the Government. In the last year rail budget, the Government had made a declaration to electrify the Jhagha-Mughalsarai main rail-track but the project is still lying incomplete despite the several requests made by the State Government to the Railway-Ministry.

The case of doubling of Patna-Gaya track is also lying pending for a long period. Despite our constant demand, this case has been lying unattended in the Ministry of Railways. This is not the only case but the construction project of a railway bridge on Sarsia river located on India-Nepal border near Raxol is also under the consideration of the Government as yet. The people of my Constituency Patna have been demanding for a long time that the project to construct a Railway bridge at Digha on the river Ganges should be taken up for construction but still the Government is not paying any heed to it. We had requested the hon. Minister that a new train called Kaveri Maitri should be introduced between Patna and Madras in view of the increased number of passengers because there is only one train from Patna to Madras. By doing so, more facilities to the passengers can be provided, but no attention has been paid to it.

Besides, the railway department of Government of India has to undertake some modification work on Patna junction but it is still lying pending. The department of railways had asked for some land from the Government of Bihar and the Bihar Government had agreed to make available the land of RDA located nearby the Patna junction. Now the Bihar Government is ready to give the land but the Union Government is not taking any action in this regard. Through

you, I would like to request the Minister of railways that just steps should be taken in the interest of the people of Bihar because it is being neglected for the last forty years. So by giving justice to the people of Bihar a new hope and confidence should be brought among the people of Bihar. I hope, you would pay your attention to these problems.

While every year, in other areas new trains are introduced, injustice is being meted out to Bihar by not introducing any new train there. There has been a long-standing demand for introduction of trains in adequate number between Patna and Delhi, Patna and Bombay Patna and Madras and other places. When there is a real requirement, only then the Demands are raised. Our daily passengers Association has raised this demand time and again, but the Railway Ministry does not pay any heed to the demands made from Bihar. I therefore would like to request the hon. Minister through you that he should fulfil his commitments made to the Chambers of Commerce in a Patna in Bihar at the time of his visit to Patna for reducing the freight charges. I would also like to request him to fulfil all his commitments made to the Bihar Government. The hon. Minister should make the arrangements to provide justice to the people of Bihar.

The Government should take steps for providing railway facilities to the people of Patna and Bihar. The plight of the local trains is worse. The condition of the local trains running between Patna and Gaya, Patna-Mughalsarai, Patna Buxar and Patna-Quile is very deplorable. Through you, I request the hon. Minister of Railways to make arrangements for the maintenance of these trains so that people get proper amenities.

SHRI RAM NAIK (Bombay North) : Mr. Chairman, Sir, I rise to support the Supplementary Demands of Rs. three crores seven lakh to extend the railway net-work from Bandra-Alifistan bridge to Bombay-Central station with a view to decrease the rush in the suburban trains of Bombay. I would like this job to be completed as soon as possible so that rush in suburban trains is reduced. With this view, I support these demands. But it is not going to meet the real difficulties of Bombay. This is only a small facility among them. I would like to repeat the long-standing demand

of laying down of four railway lines between Borivali and Virar.

Hon. Minister, you may recollect that you had said that rupees one hundred and forty four crores would be spent on the construction of this 23 km. long line. Now keeping in view the financial position of the Ministry of Railways, the Maharashtra Government has agreed that it is ready to bear half the expenditure i.e. Rs. 72 crore. It is being said very often that sub-urban trains run in loss. On 17 August in reply to my question No. 3145, you had replied that the Western Railways earned a profit of Rs. 24 crore and 91 lakh in 1991-92 and of Rs. 68.24 crore in 1992-93. On the other hand, you are saying that sub-urban trains are running in loss. But your reply indicates that Bombay sub-urban trains are not running in loss. When Western Railways earns a profit of Rs. 68 crore in 1992-93, the Government should utilize the profit amount in completing the construction of four lines between Borivali and Virar which is lying pending for the last ten to twelve years. The Government should undertake the scheme at the earliest. I have informed you that if there would be paucity of funds Cooperative Banks Association of Bombay has promised to give debenture loan for the purpose. The Government should say that it would spend the money earned from debentures on Railways. The Government is fully aware that people are reluctant to purchase railway bonds after the security scam. I assure the Government that if it is ready to take up the construction work of railway line in hand, the Cooperative Banks would lend the money. Therefore, I would like that while giving a reply the Government make an announcement that it would take up the construction of the Railway lines between Borivali and Virar on its first step.

I would not like to repeat the points made by hon. Shri Ram Kapse in regard to Konkan Railways. The Government proposes to raise an extra capital of Rs. 200 crore i.e. to Rs. 600 crore in place of Rs. 400 crore. Out of that the Government wants to raise Rs. 51 crore through these grants. This means that the Government proposes to re-appropriate about Rs. 49,99,51,000. How would the Government raise this amount? This means that the Government is going to reduce the amount from the demands that has already

been approved by the House. It is not correct I would like to submit that the Government should not reduce the amount that has already been sanctioned.

The Government is aware that the Konkan Railways Corporation is not getting finance. The Chairman of Konkan Railway Corporation has also said it. In this connection a meeting of the Bombay Urban Cooperative Bank Association was convened and the problems were discussed. The Cooperative Bank Association is ready to lend Rs. 200 crore to the Konkan Railway Corporation if it is ready to do away with statutory liquidity ratio. Thereafter we met the hon. Prime Minister. While inaugurating the Konkan Railway project the Prime Minister had said—

[English]

If I have to bend the rules here and there, I am agreeable to do that.

[Translation]

I repeated the points that the hon. Prime Minister had said in this context. Shri Bhuvnesh Chaturvedi had also said that the Government was ready to amend the rules. If the Government takes lead in this direction and makes minor changes in the rules then with the help of Urban Cooperative Bank Association of Bombay the task can be completed. The Urban Cooperative Bank has this type of funds. We should move in this direction.

Thirdly and finally I would like to make my submission regarding the demand of aeroplane. It is not the requirement of railway department at all. Whenever some accident takes place, it becomes necessary to reach there immediately, for this the Indian Airlines service are there. If suddenly some accident happens or the Indian Airlines Service cannot be available, Air-crafts and Helicopters are available with the Defence Ministry, Civil Aviation Ministry and Oil and Natural Gas Commission. My submission is that the Government should form a pool for the aeroplanes. Whenever there is a natural calamity, the Minister of Agriculture has to reach there. Such a proposal should be presented to the Cabinet. If the Cabinet approves it there is no need to raise this demand. I strongly oppose the demand for aeroplane. The Government should provide facilities to the people by making proper use of funds. (Interruptions)

MR. CHAIRMAN : Now the hon. Minister should give the reply.

(Interruptions)

MR. CHAIRMAN : It would not conclude in this way. The whole list has exhausted.

SHRI SURAJ MANDAL : The Chairman should allow in such circumstances.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Tomorrow there is an informal meeting of the Consultative Committee. Members who will be present there would express their views. My submission is this that all the members should speak for one minute only, but nobody agrees to speak for a minute.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : The railway budget is not special budget. The railways play a very special role in the country's economy. It is its main part. There are large avenues of employment in the railways.

A lot has been spoken on Bihar. It is a backward area and a very sensitive area also. Terrorism are extreming are on the rise there. Underdevelopment is the main reason for this. When the younger generation does not find employment, it drifts out national mainstream and forms a new stream. It is a danger to the unity and integrity of the country. The railways can check this. A metergauge line of fifty kilometer long was constructed between Fatuha and Islampur. But the Government nationalised it. The staff members were absorbed. But the train was abandoned. The Government should enquire into it and look into it. There is no other means of employment for the people of that region. Only bus is available. Bus journey is cumbersome. Bus-operators charge high fares from them. If an evaluation will be done, it would be seen that they have earned crores of rupees from farmers and agriculture labourers. I would demand that the old Islampur line should be revived and it should be extended upto Bodhgaya and Hazzaribagh. I have highlighted and this thing several times in the House and in the meeting but nothing has been done.

After making this submission, I would conclude. I would like to submit to the hon.

Minister that he has allowed corruption to rise. The incident of Danapur sub-division is a testimony it. The ACM and Senior DCM were caught red-handed by the CBI on being informed by the vigilance officer. After twenty days remaining in jail they were released on bail. They were reinstated in the same post and sent to Asansol. Which rule permits it ? It is a kind of giving a fillip to corruption. If a person is in profit by becoming corrupt and in loss by becoming honest, he would prefer to be corrupt. If only 25 percent of theft in Railways is checked, railways would earn much more revenue.

Secondly, I went to meet the hon. Minister yesterday. Some boys have come to me as my guests. They had appeared in the examination of PWR in Patna Railway Recruitment Board. When their result was declared four panels had been prepared. Candidates of three panels were given jobs and one candidate from among the fourth panel also got employment, but the rest of the candidates did not get employment. This matter relates to N.F. Eastern Railways. If a panel was formed, why the candidates were not given employment. Due to these deeds of the officers, there is resentment among the youth. Some results were also declared by NTPC but no recruitment has been made for last 20 months. The Eastern Railways recruited the candidates who secured less number of marks but candidates who secured higher marks were not taken in the Eastern Railways. I would like to request the hon. Minister that it should be implemented as soon as possible because the boys have worked really hard to clear this exam. Today the boys had come to meet you as you had given appointment to them but you remained busy in the discussion. Both these works should be done. Candidates whose results have been declared should be recruited by the Railways and NF. With this I thank you for giving me an opportunity to speak.

[English]

SHRI GOPI NATH GAJAPATHI (Berhampur) : Mr. Chairman, Sir, In view of the acute paucity of time, I wish to highlight only a few salient points, with respect to the request for the general improvement of train services in my State of Orissa.

(1) Expedite the survey work and lay the foundation stone of the Naupada-Gunupur narrow gauge railway line conversion to broad gauge and extension upto Rayagada,

(2) Provide direct train services from Berhampur to New Delhi and from Berhampur to Hyderabad and Bombay, in view of the heavy demand.

(3) Overall improvements of Berhampur and Chatrapur railway stations in particular coming under the South-Eastern Railway.

I sincerely thank the hon. Prime Minister, the Deputy Chairman of the Planning Commission, hon. Minister for Railway and hon. Minister of State and the Railways official for Railways for their positive response so far, with respect to the developments of the Railway network in Orissa. I do trust that this gesture will be sustained in future as well. I wholeheartedly support the Demands for Excess Grants in respect of the Railway Budget.

SHRI SIVAJI PATNAIK (Bhubaneswar) : Sir, I would like to raise only one point and that is regarding the construction of Khurda Road-Bolangir Line. I expected that there would be a concrete allotment for the construction of this line in this supplementary budget itself. I thought so because when the Prime Minister visited this area, he was so moved and he was of the view that something must be done to develop this area.

Sir, a survey has already taken place earlier Shri Jaffer Sharief himself inaugurated that survey. A second survey was also undertaken to find out whether the line would be remunerative. The State Government has also offered that they would bear the cost of land acquisition and they are also ready to divert the moneys from the JRY for this project. What more does the Minister of Railways want ?

This line is very important for Orissa. This will cover the most affected tribal areas. The tribal districts of Phulbani, Raigarh and Suvarnapur will benefit a lot if this project is completed. I may mention here that these three districts have not seen a single railway line and this particular line will pass through these three districts. If you look at the map of Orissa, you will find that the central part of Orissa, that is the heart of the State has no railway line. Therefore, I once again request

that some assurance should be given that at least in the coming supplementary budget, allocation would be made for this line, so that work can be started from both the sides, viz. from Khurda Road side as well as from Bolangir side.

I can quote many figures to highlight my point. For want of time, I will not go into all those details. I will mention just one point and then conclude. For every 1,000 sq. km. of railway line, Orissa's share is only 14 sq. km. And this is the lowest in the country. You may very well imagine the imbalance. The Prime Minister has also stated that this sort of imbalance should be removed. I earnestly hope that the hon. Railway Minister will say something on it and give a concrete assurance.

SHRI P.C. THOMAS (Muvattupuzha) : Sir, first of all, I request you to increase the amount for passenger amenities. I am very sorry to observe that only Rs. 60 crore was allotted. At least in the next Budget, you must provide more.

Secondly, I endorse the points stated by Shrimati Suseela Gopalan regarding the broadgauge line through Kerala. I think there has been an assurance given by the Prime Minister to all the MPs of Kerala. If something is not done to fulfil the given assurance, we will be finding it difficult to convince our people. I paid that some assurance should come in the reply of the hon Minister.

I am very happy that a new train 'Mangala Express' is introduced. I congratulate the hon. Minister. But I am constrained to observe that the Railways deemed it fit that the people who travel in that train need not eat anything. I say this because a pantry car is not attached to the train. Immediate action should be taken to attach a pantry car to this train because it is very difficult for the passengers to travel three days without any food.

Finally, I would like to state here that I will be going to the New Delhi Railway station on 2nd October to clean the trains. Please do not stop me. Last time, when I tried to do the same thing, my efforts were blocked. I do this as a protest and to highlight a point that if the assurances given to the State of Kerala are not fulfilled, this is the method of agitation

[Sh. P. C. Thomas]

hat we are going to resort to. This is to open the eyes of the indifferent administration to the needs of the people. I only pray that I may not be prevented from resorting to this method of protest. I will clean the trains on 2 October 1993 if action to complete the developmental work in Kerala with regard to railways is not taken promptly by the authorities. This is going to be my way of protest. While paying my homage and respects to Gandhiji, I will clean trains on 2nd October. Please do not stop me. This is to open the eyes of the administration.

[Translation]

Shri BHAGWAN SHANKAR RAWAT (Agra) : Sir, first of all I would like to submit that travelling in sleeper class during day time even by paying the differential is not allowed. This is causing great hardship to travellers. If a traveller enters a sleeper class even by mistake, he is fined. This situation needs much change.

Secondly, I would like to submit that there should be a ratio between the number of railway tickets issued and the number of general bogies attached to a train. Travellers have to face a lot of difficulties for want of such a system, this is more so because travellers are not allowed to enter sleeper class, nor are new general bogies added.

In cities like Calcutta and Bombay there are facilities of issuing season tickets for travelling beyond 200 kilometre, but there is no such facility for the travellers of Delhi and Agra. Such a facility should be made available for every city by abolishing the present discriminatory system.

I congratulate the hon. Minister for the Delhi-Agra intercity Express, but it takes four and a half hours to cover the distance and 7000 employees travel by this train. This does not serve the purpose. So its running time should be fixed to three hours only.

The proposal for running Jaipur-Hwrah train has long been pending with the Government. The same should be approved forthwith. Moreover, one Agra-Lucknow intercity express should also be started so as to connect Agra—Lucknow. Shri Janeshwar Mishra had given an assurance to start Agra-Allahabad Express, but that assurance has not

so far been fulfilled. It should be fulfilled soon. With these words I conclude.

SHRI SURAJ MANDAL (Godda): Mr. Chairman, Sir, I am such an unfortunate Member of Parliament in whose Constituency-head-quarter and Commissioner there is no railway, whereas, the Railway derive maximum income from areas of our Chota Nagpur and Santhal Parganas. Had there been no Delhi-Howrah railway there would have been no Railway on our side as well. The railway track running through Bhagalpur and Sahebganj was constructed during British period but the work of doubling the same has not been done so far. It is for you to see that no attention has been paid towards the development of Railways anywhere except in big cities like, Calcutta, Madras, Bombay etc. 23 Box trains, each containing 50 bogies daily pass here and carry coal to every city of India for thermal power stations; but nobody can travel in those trains.

An hon. Member was just saying that terrorism should be checked but you may see that when railways were introduced the offices of Southern and Eastern railways were established in Calcutta. This is a sheer injustice. There are two D.R.M.S. on the distance of merely 16 kilometres between Agra and Asansol and there are two General Managers in Calcutta at a distance of merely three kilometres, offices are set up keeping in view the convenience of officers only. You can see the location of Chaupan and Barkakana, but the office of D.R.M. is stationed in Dhanbad. Ranchi is considered to be the second capital of Bihar, but no D.R.M. office is located in Ranchi. It is in Adra. Based on this reason, it may be said that the attitude of the Railways has not been conducive towards Bihar, in general and Jharkhand in particular. I admit that the hon. Minister of Railways has taken it seriously and diversion of some trains has begun. He has done one commendable job by starting DMU. The General public has been benefitted from this because they have to pay less charges and time taken is also less. This train runs with speed. Besides running from Devghar, Jhajha, Giridih and Asansol, it also covers Patna-Jhajha. The poor can board such a train. Such trains should be accorded priority.

The hon. Minister has done many such things, which we do not like. He is taking conversion of metre-gauge into broad-gauge. We want that metre-gauge in question should be shifted to our areas. Through this we can come to Patna, the capital of the State. Dumka is the district headquarter where the office of Commissioner is located, but there is no railway. On the contrary, I would say that Hazaribagh is not a district, but it has a railway. I had raised this issue in the meeting of the Advisory committee, but I got a reply in writing that there are buses for Kedarma and Ranchi so the passengers could be asked to travel through buses. Now you please tell me, when railway is asked for a train for the area that provides coal and iron for the whole country they are advised to travel by buses. Now the hon. Minister for Railways will have to bring about certain changes in his policies. Now-a-days bureaucracy has a strong hold on the Railways Department. Suggestions of public representations are not heeded to.

MR. CHAIRMAN : This is not so in the railways alone, it is the same everywhere.

SHRI SURAJ MANDAL : I have been a railway employee, so I am fully aware of the hold of the bureaucracy on the railways. When I was an M.L.A., I knew this fact that they keep a printed proforma for giving replies. What I want to submit after combining Jharkhand and Orissa, an Office of the G.M. should either be located in Ranchi or in Jamshedpur. Instead of the zonal office located in Adra, there should be a DRM office in Ranchi so that the development of railways may be ensured in this area.

The Chandigarh Express reaches Daltan-ganj at 2 O'clock in the night, reaching Ranchi next day at 1 P.M. This train takes so much time by following circuitous route whereas the distance can be covered in 3 hours.

Similarly, I would like to say something about the catering. On the 20th of this month, I was coming by Delux Express. The food that we were served can be had by anybody for four rupees but people are charged Rs. 12 for that sordid food. I asked for the complaint book. I kept on asking the Superintendent for the book but neither the Superintendent nor the waiter came for collecting the food charges. The food is simply useless. The

Railway catering service should be improved and the catering system in the Delux Express should be the same as in Rajdhani Express.

There is a train running between Bokaro to Madras there is no electricity in that train. Fans do not operate. The people of the Tamil Association contacted me and asked to report to the Railways. They had also written to the hon. Minister of Railways. The seat covers in the first class coaches are torn.....
(Interruptions)

[English]

SHRI VIRENDRA SINGH (Mirzapur) : Do you know what is the meaning of that ?

[Translation]

SHRI SURAJ MANDAL : I am not a man of your status. I am a backward. You are born in a high family whereas I was born in a low family. That is why I do not know that. You may be knowing better. We are you just trying to compete with you. We shall improve ourselves.

MR. CHAIRMAN : You should address me.

SHRI SURAJ MANDAL : Mr. Chairman Sir, the area from Shankarpur to Baidnath-dham is a big religious place. From there where a local train runs between Jasidih and Baidnath Dham a distance of 7-8 kilometres. I request the Ministry of Railways to lay the railway track between Shankarpur to Devghar a distance of 14 kilometres then Baidnathdham will be linked with the main line. My humble request is that facilities in passenger-trains running on that line should be improved and render assistance to passengers in the coming days. This concerns the area of Naik Saheb. Our region has produced many Railway Ministers. They win elections from Bihar, become Railway Ministers but do nothing for Bihar. The people of Bihar and Jharkhand do have expectations from you. Only the outsiders do that work for Bihar. I request you must provide railway track to those areas and thereby do ensure development of that region. If you require a small aeroplane, you must buy one. There is a saying in our area :

“Sona Luta Jata Hai, Koela per Chap Parta Hai.”

[Sh. Suraj Mundal]

Big things are purchased by the railways. We should not have any objection if the hon. Minister wishes to buy a small aeroplane.

With these words I conclude.

DR. RAMESH CHAND TOMAR (Hapur):
Mr. Chairman, Sir, I am thankful to you for providing me an opportunity to raise the problems of my area during the debate on the Supplementary demands of Railways.

Mr. Chairman, Sir, there is a railway crossing at Gausula under my Constituency of Ghaziabad. Due to constant to and fro running of trains from there the gate at the railway crossing remains always closed. The people belonging to a large area of Ghaziabad thus remains cut off from the main city. People raised an agitation for the construction of under-bridge there. The department of railways conceded to their demand. The map of the proposed under bridge was approved, estimate of cost duly prepared, but funds have not been released. I, therefore, request the hon. Minister to immediately order release of funds so that the work of constructing the under-bridge could be started. The number of EMU trains should be increased.

Mr. Chairman, Sir, whenever the hon. Minister is asked to do some new work, for example as we had requested him for doubling the railway track between Ghaziabad and Meerut, he says that there is a paucity of funds. Here I have to suggest something to him which will not cost anything and lacks of people will be benefitted. I shall be grateful if he implements that. (*Interruptions*).

Ghaziabad is an industrial area. Traders from different parts of the country come here but no superfast train halts there. I request that the Government should provide for stoppage of Superfast trains at Ghaziabad. Lacks of people commute from Ghaziabad to Delhi everyday, but the railway facilities provided to them are not adequate. I, therefore, request that proper railway facilities be made available to them.

Lucknow Mail does not halt at Pilkhua station. It should have a halt there. You may please not buy an aeroplane, and arrange for the construction of underbridge with that money funds should be allocated for that purpose.

SHRI TEJ NARAYAN SINGH (Buxar):
I would like to submit that the service of all the railway casual labourers working since 1990 should be regularised as per rules. Railway track should be laid between Ballia and Buxar. The old railway track between Sasaram and Arah should be revived. Sleeping berth facility has been withdrawn from Second Class Coaches. It should be revoked because its absence causes great hardships to travelling public. Armed forces should be posted in all the trains passing through Mughal Sarai-Barbaraiya section because maximum incidents of Chain pulling occur between these two places. Rather, the chain-pulling system should be removed between Mughal Sarai and Barbaraiya stations. All stations falling between Arah and Chausa should be modernised, specially the stations falling under Buxar district there is no retiring room at that railway station. Delhi-Hawarah express halts at every station falling between Chausa and Arah except Barna station. That train should be given stoppage over there too.

I would like to submit that corruption should be checked. If corruption is checked, the Government will not have the need for going in privatisation of railways.

With these words I conclude.

SHRI VIRENDRA SINGH (Mirzapur):
Supplementary demands in the budget have been put forth. As the Government put those demands and seek the approval of the House. Similarly, we do also put our demands. In course of the debate on Railway Budget, I had demanded that the use of plastic cups for serving tea on all the railway stations of India should be replaced by earthen bowls. At this the Government replied that many people in India do not like it. I reiterate my demand and submit that such a provision would provide employment to 20 lakhs people. I challenge. The food is served in plastic wrappers. Some tribal area do also come under my constituency. Where such leaves are available in jungles which may be used for making pattals and food can be served in pattals, that will ensure purity of food and moreover, it will also provide employment to 5 lakhs people. Indigency and self reliance will then not be merely a lip service, but will be in practice. Mr. Chairman, Sir, my Constituency Mirzapur Bhadohi happens to be the largest carpet

industry area of India. Rs. 12 hundred cro foreign exchange is earned from that industry and 30 lakh people are employed therein. I would like to submit to the hon. Minister that no important train stops there so as to enable the people to reach Bombay, Calcutta or Delhi. The fact, however, remains that the persons associated with carpet industry have to visit to Bombay, Calcutta and Delhi. I would therefore like to submit that the Government should make arrangements for stoppage of the Delux Express at Mirzapur which was earlier used to stop therein. Earlier, there was one Poag Express running upto Bombay. I had also written several letters in this regard. May be there is some technical problems but I would submit that the Government should also make arrangements for stoppage of that train therein.

Sir, Bhadohi is the largest carpet industry area. It falls under my Constituency. The Chaura-Chauri Express was running there from Bombay to Gorakhpur. If that train is given a stoppage there, then there will be a direct link between Bombay and Bhadohi and people will be greatly benefitted. There is one more thing which I would like to submit. The biggest thermal power complex of Asia is situated at Singrauli and it is a common knowledge that lakhs of people live in Singrauli area; but that place has not so far been linked with Banaras by rail line. There is no direct rail link. I had once demanded in this regard that one Shakti Punj Express train used to run from Shaktinagar to Banaras. Now that train is cancelled. Shri Narayan Dutt Tiwari had inaugurated that train, but that train was never run. I would like to submit that if there will be rail link between Shaktinagar and Banaras, lakhs of people will be benefitted. Therefore, if the biggest Power Complex of Asia will be directly linked by rail line with Bombay and if the train which runs from Banaras to Bombay via Allahabad will be diverted via Champan and Singrauli. It will cut short the distance by 200 kilometre and moreover the people of Singrauli area will also get the facility to go Bombay by train.

Mr. Chairman, Sir, the hon. Minister of Railways has pointed out that work on several projects might be dropped due to the paucity of funds. He has also made a demand of funds for initiating work on those projects.

would like to say that with the help of the Asian Bank one Erkon Company is doing the work of broadening the road from Banaras to Shaktinagar. Rs. 200 crore is likely to be incurred on that work. I am aware that this expenditure is being borne by another department rather than by your ministry. However, if you may conduct a survey in public interest whether the work of broadening the road is worth while, you will find that it is not required at all. When the Government of Kalyan Singhji was in power in Uttar Pradesh, he had stopped that work with the argument that it was not required. There is no traffic pressure on that road, but as soon that Government fell the work was again entrusted to the Erkon Company and now the work is on progress, I would like to submit to the Government that this job should be stopped in public interest. You are competent enough to make correspondence with the other department to get this job at fix.

Mr. Chairman, sir, on the one hand the Government is planning to purchase aeroplanes so that they may reach to the spot of accident quickly while on the other hand he is allowing such unuseful things to go on. What I want to submit is that so far as the issue of aeroplane is concerned he may get it from any other Ministry as well, but if aeroplane is purchased and is given to the Erkon Company, that will, of course, be not much useful. The N.T.P.C. has its own aeroplane which is misused by the Chairman of the N.T.P.C. and by others. I suspect, the plane likely to be entrusted to Erkon Company may have the same fate. After your departure when the next Minister will assume office, he may misuse it. The Chairman and the other authorities may use it for their strides. I would therefore like to submit that there should be a check on such squandering. If the said aeroplane is not purchased, at least I will appreciate it. Our senior Colleague and leader Shri Ram Naik has also opposed it. I do also oppose it and hope you will also oppose it. The aeroplane should not at least be given to the Chairman of IRCON otherwise he will use it for a picnic trip.

20.00 hrs.

I would like to make one more demand and hope that it will be accepted. Rural level

[Sh. Virendra Singh]

players should be employed in the railway department. If this is done, it will help in developing sport-culture and you will get the whole credit.

With these words, I conclude.

[English]

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : Mr. Chairman, Sir, I am grateful to you for having given me this opportunity. I am also grateful to the hon. Members who have taken keen interest and participated in this debate.

I would like to inform the hon. Members that partly I am doing—there are some Demands—some service of the previous Government. We have come here to get the approval of this House for the money spent by them. Hardly one or two Members who have knowledge about the parliamentary procedures have referred to that. However, I would like to first give credit to the two lady Members who have been sitting here so late.

Let me commence with the point made by Shrimati Saroj Dubey. (Interruptions)

SHRI P. C. THOMAS (Muvattupuzha) : Are you not giving any credit for men ?

SHRI C. K. JAFFER SHARIEF : I will come to the points made by them later. These two lady Members have been sitting so late here.

Shrimati Saroj Dubey has referred to the withdrawal of the stoppage of train numbers 3003—3004 Bombay-Howrah mail—at Shankargarh and also mentioned about the agitation which is going on there. (Interruptions)

SHRIMATI SAROJ DUBEY : There was an agitation and the stoppage had been restored for some time.

[English]

SHRI C. K. JAFFER SHARIEF : Anyway, in difference to the wishes of the people of Shankargarh, the stoppage had been restored from 22nd. This will continue on a rehearsal basis.

Now, I will come to a point made by the other lady Member, Shrimati Suseela Gopalan,

which has been supported by some other hon. Members. Doubling of line from Kayamkulam to Karunagapalli would be completed this year, 1993-94, itself. Funds for land acquisition for doubling of line from Quilon to Trivandrum are being made available this year and the work could be taken up once land has been acquired. Survey for 316 kms. for doubling of line from Shoranur to Mangalore is in full swing and it would be completed by June 1994. The decision to take up the work could be taken thereafter. This is with regard to Kerala.

In regard to extending Rajdhani Express from Madras to Trivandrum, it is also being agreed to. The Chief Minister and the other Members of Parliament from Kerala had called on me. (Interruptions)

SHRIMATI SUSEELA GOPALAN (Chirayinkil) : What about its timing ? What about the sleeper problem ?

SHRI C. K. JAFFER SHARIEF : I do not want to give those details now. I hope, the two lady Members who have taken pains to sit so long with all of us, would be happy with this.

SHRIMATI SUSEELA GOPALAN : About sleeper problem you did not say anything.

SHRI C. K. JAFFER SHARIEF : If you do not interrupt me, it will be better.

Sir, there has been lot of criticism. I would like to tell one thing to the hon. Members. It is not that merely some area is being favoured and some area is being discriminated. Sometimes I feel very happy that I come from a State known as Mysore where Tipu Sultan had ruled. When we look at the history, we find that he expanded the Mysore State. I think one becoming a Railway Minister can also expand because the entire gauge conversion in Rajasthan is part of Karnataka, Allahabad-Varanasi is also in Karnataka, Lucknow-Kanpur is also in Karnataka, Rohatki-Tiagarajia also in Karnataka, Guwahati-Imding is also in Karnataka. Just because one becomes a Minister from a State, people do not want to look at the geography. They do not want to see where the works are going on. They

do not want to see on what basis a programme is being taken up. Just because a man belongs to a place, they start believing that everything is being done in his State.

One Member did refer about one project being in the Action Plan and asked whether the Planning Commission has given the clearance. We do include them in the Action Plan with the intention to take them up, but when we go to the Planning Commission, whatever the Planning Commission clears, only that is taken up and not others. So, there is a scrutiny over and above the Railway Ministry. This nobody should forget and nobody should think that we are doing as we like and that the Railway Minister can have the luxury of going according to his whims and fancies. That is not correct. So, there no need of just making a accusations, just saying that everything is being done in his State. That is not correct.

As I repeatedly said during the earlier discussions on the floor of the House, if more investment is being made, it is in Rajasthan.

My friend Suraj Mandal said why do we go over to gauge conversion and not have something in the areas where there is no railway line at all. I fully appreciate his sentiments. There is nothing wrong in that. Gauge conversion we have taken up not merely to favour an area but also to see that we do not incur losses. Every metre gauge and narrow gauge line is being subsidised by the broad gauge. So when the metre gauge and narrow gauge lines are not the earning railway lines, how long you want to continue with those lines? Today, with the progressive gauge conversion, we are also trying to ascertain the market. There is market available. I am sorry, I must share with the House that I am really not happy with the existing arrangement. Railways are just bothered about the committed traffic, about taking care of the core sector, leaving the rest.

Just now my friend was complaining why we are worried about the roads. The basic fact is that we have taken up from Delhi to Ahmedabad. Why? You see how many trucks are plying on that road. We have taken up from Neeraj to Bangalore and Trivandrum. Why have we taken them up?

You see the routes. See the road traffic on those routes. This is being done only to attract the road traffic to the Railways, to save the fuel and also to enable those areas to develop. That is the philosophy behind it.

Sir, many hon. friends from the North East had spoken. One friend said that we are using the old material there. I am very sorry to say that there is a misunderstanding about it and we are absolutely not using any such thing. We know the sensitiveness of the people of North East. In fact, I do remember when I was the Minister of State in the same Ministry in the eighties, how much Mrs. Gandhi used to tell us to concentrate and give more attention to the North East States. We do appreciate their requirements.

SHRI BIJOY KRISHNA HANDIQUÉ (Jorhat): Sir, I have great respect for the hon. Minister. I want to ask one thing.

SHRI C.K. JAFFER SHARIEF: I have not yet completed. Let me complete.

It is only as in any other part. New rails are being used for gauge conversion scheme. Second line service rails are conventionally used for loops and sidings which are not used for main traffic about which no one need to bother. The gauge conversion phase-II from Lumding to Dibrugarh would be completed as scheduled in 1995-96. It is a firm commitment. Both cast iron and concrete sleepers are being used on various gauge conversion schemes all over India. Cast iron sleepers are also technically suitable for the track. So, there is no need to have any apprehensions on that.

SHRI BIJOY KRISHNA HANDIQUÉ: Already the cast iron sleepers are being used between Guwahati and Lumding. I want an assurance whether between Lumding and Dibrugarh you will be using concrete sleepers or not.

SHRI C.K. JAFFER SHARIEF: I have very clearly told you. What is being technically feasible, which is being used elsewhere, is the same thing being used there also. There is no question of any discrimination.

[Shri C. K. Jaffer Sharief]

On the Konkan Railway, Shri Ram Naik and Prof. Ram Kapse have both spoken. I am really very grateful to them. They have made very constructive suggestions. As they have said, we are waiting for the report of the Justice Ojha Committee. I am sure it is going to be available to us during the next month, somewhere in the middle of next month and that is the final one. Thereafter there is not going to be anything else and I must also say that work is suspended only in that particular area, the work relating to the Konkan project is a major project. In the other area, there is no dispute. The work is going on. But the main problem is that the friends, those who conceived this project, did not make the funding arrangements. That is in the knowledge of everyone.

Shri Ram Naik has been good enough to give a very constructive suggestion. He has said that he has already made this suggestion to the Prime Minister. I will be taking it seriously at my personal level itself. I will be following it myself and I am sure that with the kind of assurance given by the Prime Minister and the importance that he too attaches to this particular project, there will not be any further delay. I do not think any doubts should remain in anybody's mind.

Prof. Ram Kapse was asking about Roha-Dasgaon line. Before *Vinayak Chaturthi, Inshah Allah*, I will try my best to see that it is done. I have already spoken to the Chief Minister, Maharashtra. We will be finding out some time to go there and inaugurate it. I do agree that it is being delayed. We do not want to further delay it any more.

Sir, I do not want to take much time of the House.

[Translation]

SHRI RAM KRIPAL YADAV : You have not said anything about Bihar. It was announced there in a public meeting also. The hon. Chief Minister of Bihar has also been asked in this regard. Neither you have approved any scheme or project, for Bihar nor are you giving any reply in that regard.

[English]

SHRI C.K. JAFFER SHARIEF : Sir, so far as Bihar is concerned, I do not know

what the media has written. I am one who does not make any false commitment whether people like it or do not like it. I for one who gives more importance to credibility, there is no point in making tall claim and speaking without any sense of responsibility. I generally do not think so. All the Members have spoken, they are right because they have to represent their constituencies, they have to satisfy their people, they have to put forth their demands, it is right on their part. But they also have to appreciate our difficulty. We do not have the resources.

Sir, before I forget... (Interruptions). I must say one thing now before I forget. In July I had been to U.K. I must say, there may be shortcomings; everywhere in a system there may be certain shortcomings. When you criticise, certainly your idea should be to lead to improvement in those areas. I do appreciate that, but let us not condemn and criticise. When all over the world the Railways are losing, it is India and Indian Railway alone which is making profit. We should understand this. The credit for this should go to our management, the credit for this should go to our workers. We should not simply keep on blaming as if they are doing nothing and even in U.K. they were surprised as to how this Indian Railway can be a profit-making organisation when they are losing and when their governments are meeting the social costs, here the Railway itself is bearing them. I think more than anybody else, both the more knowledgeable people like Shri Ram Naik and Shri Ram Kapse will agree with me, even I am sure that Shri Suraj Mandal will also agree with me having same knowledge of the working of the Railways. This we should appreciate, it is not a Minister—Minister comes and Minister goes, the Minister is not important. But the management, our officers or our workers who work hard, their morale should be maintained. Otherwise why will they work when we say everything is bad? On the contrary, I must say that we, the representatives of the people, should take more responsibility. When the general law and order situation is bad, it is reflected on the Railways. The GRF share 50 per cent costs, we have no control over them. Sir, I went once to Banaras. There our former Railway Minister, late Kamalpathiji for whom the whole House has respect, had constructed a beautiful railway station.

In the beginning I did not see the railway station, I got into the car and went away. While returning I saw it from a distance before reaching, I asked somebody, 'What is this building? Is it a university?' They said, 'This is your railway station'. When I went to the station I thought of looking at the station. I feel ashamed to tell you today that in such a magnificent building people are eating pan and spitting on it. I said, 'If you want to maintain this, you put red oxide, make the whole building red.' Can you blame the railways for this? Civic sense should come to our people. (Interruptions). Please don't disturb me.

[Translation]

SHRI VIRENDRA SINGH : There are betel shops at Varanasi and they sing song—'Khaikhe Pan Banaras Vala'

SHRI C.K. JAFFER SHARIEF: There are betel shops at railway station.

[English]

So, these are the problems. Now, coming to the issue of purchasing of an aircraft, I am not keen that there should be an aircraft, but the point is, it is not for any Minister or for any officer. The problem is, we are spending about a crore even on the air force. Every year, when we go to different parts on different occasions, particularly to the areas where the accidents happen, we use it. Otherwise, we do not use it. It ranges between Rs. 50 lakh to Rs. One crore. The Railway is not buying it, it is only lending it as a loan to purchase the aircraft. Generally, we have been chartering from Defence Ministry. When we ask the Defence Ministry they also have their problems. Sometimes it is easily available and sometimes it is not available. Sometimes, the accident happens in lone corner of the country and the type of aircraft which is required by us is not available. It is not just going there. The aircraft will take only to the nearest airstrip or the airport and from there one has to go either by train or by road. The other day, there was an accident in Bihar. The Chief Minister of Bihar was also there and I also went there. I felt so bad that the local administration had not given the dead bodies for the *post-mortem* or to complete the formalities to see that the bodies are disposed of so that the relations

can take the bodies to their homes. The bodies were getting decomposed and they were lying there. After all, even if nobody claims, it is a human soul and we should have respect for it. It pained me that the innocent people are getting killed unfortunately and it is not a happy thing. We are trying our level best to see that accidents do not happen. In fact, I took a bold decision in spite of all the resource constraints to put even costly inputs so that we totally eliminate the accidents. We should try to eliminate the collisions which are the worst accidents to happen. After all, if the travelling public do not travel with confidence and if we do not give them the sense of safety and security, then what is the good of a travel ?

Sir, as somebody rightly said, every Ministry has an aircraft. Even the Environment Ministry has got an aircraft. It has got an aircraft and it has got the helicopter. The Coal Ministry has got it and the Steel Ministry also has got the aircraft. Here, it is the question of the lives and properties of the people and the question of economy. The sooner the railway line is restored, it starts productivity for which, sometimes the top executives are required to guide. Sometimes, we may even save some precious lives by lifting them to a good hospital nearby. So, please do not conceive an idea that when we have an aircraft, the Minister will take it and go around. After all, how long can it happen? I do not know whether I will be a Minister tomorrow or next week or not. It is not the individual who matters, it is the purpose and the reason which is important. Ram Naikji has rightly said that there could be a pool. I also wish so. It cannot be my decision, but under the circumstance, I personally feel that looking at the economics, looking at the necessity and looking at the problem, when every small sector is having it, for such a large economic sector which looks after the infrastructure of such a vast country, their executives should also have something so that they are able to move fast and attend to things so that they will be able to generate more productivity.

This is all the idea. It is not that we are spending money. We are only lending loan. A sum is chalked out to the railways and it would be chartered to other sectors also. It is not that only railways use it. This is the purpose.

[Sh. C. K. Jaffer Sharief]

I will certainly keep in mind whatever other points the hon. Members have made and we will respond to them also in writing.

SHRI SRIKANTA JENA (Cuttack) : I raised the matter regarding Khurda and Bolangir.

SHRI C.K. JAFFER SHARIEF : I am very much moved with the conditions there. In fact, they are tribal people, poor people and they are very much poverty-stricken. I have decided to visit myself. I have committed this that I am visiting them. I will be coming there. Before I come, from my level, I will discuss with the Planning Commission. It has been sent to Planning Commission which examined it. We will take up again. I will have to talk to the Prime Minister also. As I said before, I do not believe in making promises. Let me do home-work. Let me also come there. Coming back and explaining the situation also may help. I am quite sincere about it. Do not have any doubts about our interest in that.

SHRI ASTBHUJA PRASAD SHUKLA (Khalilabad) : We have raised the major point. You said many times that you will reappropriate and get the money for all these four demands. You have sought permission of this House for nearly Rs. 4 lakhs now and the remaining money will come out of re-appropriation. That is what you have said in the Demands for Grants. You said that the remaining money of Rs. 51 crores will be invested as equity in Konkan Railway Corporation. For lending for the purchase of aircraft, Rs. 15 crores is required.

SHRI C.K. JAFFER SHARIEF : It is both Appropriation and Supplementary Grants.

SHRI ASTBHUJA PRASAD SHUKLA : Our experience has been that while doing reappropriation, certain other major works will be affected. We want to know what are the works which would be affected.

SHRI C.K. JAFFER SHARIEF : I must share with you that no major work will be affected. But sometimes you abuse us so much. Internal generation of revenue has kept us alive. I do not know whether I should say this. Even the promised budge-

tary support has not come. The money is stuck up with the scam, CANFINA. That has not come back. Our Delhi DESU and Bhadrapur are not paying. All our arrears with the power houses, nothing is coming. So you must appreciate. Today you can go right from Gauhati to Kanyakumari and ask them whether work is going on there or not. If you feel that there is some work being done in every State, then you come back and tell me that railway is doing something. I again repeat, it is not of my doing. I am grateful to the management, our officers and our workers who have taken the work. I entirely agree that there is still enormous scope to improve provided you allow us to work. (Interruptions) We will be replying to the Members. The replies to be given are in thousands, not one or two.

We have nine informal consultative committees and one formal consultative committee. Each zonal railway has got one informal consultative committee. (Interruptions) Then Standing Committee has come now. From the time I come to the House, this Chamber and go back to my room here, my both pockets are like post bags. Everybody will give letter here itself. I have to carry it and give it to the officers. I want you friends to help us and give a little time. I think, both Shri Ram Kapse and Shri Ram Naik will understand that the Minister will have to apply his mind to reduce the work. (Interruptions) The amounts required and asked for are for the current year and the major part will be provided in the next year's Budget. This is what I wanted to tell. However, I am grateful to all the hon. Members who have taken part in this debate and given us valuable suggestions. To those points that I have not been able to answer, I shall be writing to those Members separately.

MR. CHAIRMAN : I shall now put the Supplementary Demand for Grant (Railways) for 1993-94 to vote.

The Question is :

"That the respective supplementary sum not exceeding the amount shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray

the charges that will come in course of payment during the year ending the 31st day of March, 1994, in respect of the head of Demand entered in the second

column thereof against Demand No. 16."

The motion was adopted.

Supplementary Demand for Grant (Railways) for 1993-94 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
16	Assets—Acquisition, Construction and Replacement Other Expenditure Capital	Rs. 4,00,000

(Interruptions)

SHRI RAM NAIK (Bombay North) : The Government should be careful at the time of General Demands. We are tolerating today. If this continues tomorrow, we will use our strength. This is the warning we are giving.
(Interruptions)

[Translation]

SHRI NITISH KUMAR (Barh) : I have just now said, "Noes have it"—Had you heard it Government would have fallen. Fortunately, they have not heard it. I said thrice, "Noes have it" *(Interruptions)*

[English]

SHRI RAM NAIK : We are fore-warning the Government. We would not tolerate this. *(Interruptions)*

MR. CHAIRMAN : I shall now put the Demands for Excess Grants (Railways) for 1989-90 to vote.

The question is :

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended 31st day of March, 1990 in respect of the heads of demands entered in the second column thereof against Demand Nos. 3, 5, 6, 9, 13, 14 and 16."

The motion was adopted.

Demands for Excess Grants (Railways) for 1989-90 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the vote of the House
1	2	3
		Rs.
3.	General Superintendence and Services on Railways	99,22,878
5.	Repairs and Maintenance of Motive Power	17,59,38,706
6.	Repairs and Maintenance of Carriages and Wagons	24,32,70,037
9.	Operating Expenses—Traffic	3,52,89,157
13.	Provident Fund, Pension and other Retirement Benefit	2,47,20,647
14.	Appropriation to Funds	31,97,57,087
16.	Assets — Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	41,15,85,196
	Railway Funds	74,31,13,310