

SHRI R. SAMBASIVA RAO (Guntur) : We should be allowed to identify the works also. . .(Interruptions)

SHRI KINJARAPPU YERRANNAIDU : Sir, this is not a question pertaining to the IRDP, speedy, grounding, banks and other things.

Whatever that had been recommended by the Members of the Standing Committee regarding all these schemes, I had circulated to the Cabinet, in which all the Cabinet Ministers were there.

In the Inter-State Council Meeting, so many State Chief Ministers had asked the Government to transfer all the Centrally sponsored schemes and they had also asked as to why the Centre is monitoring all these schemes because the staff is theirs and everything is theirs.

After the passing of the 73rd Constitutional (Amendment) Bill, so many powers had been given to the Gram Panchayats, intermediate Panchayats and Zila Parishads. They had asked as to why the Centre is keeping all these schemes, why the Centre is keeping all these funds and asked the Centre to give them to the Gram Panchayats. That was the demand of the Gram Panchayats. This is the position that I am telling. . .(Interruptions) After the passing of the 73rd Constitutional Amendment Bill, under the 11th Schedule, we transferred 29 subjects. . .(Interruptions)

[Translation]

SHRI BRAHMANAND MANDAL (Monghyr) : In Bihar, still we don't have the Panchayat's. . .(Interruptions)

[English]

SHRI KINJARAPPU YERRANNAIDU : Regarding the implementation of this IRDP, speedy grounding, disbursement and everything, many Committees are there. You must attend those meetings and then you can pinpoint where the lapses are there. From my side, whatever instructions that had been given, I will ensure that they are observed completely and implemented. . .(Interruptions)

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : Mr. Chairman, Sir, I would like to make a small announcement.

As the House is sitting late today, arrangements were made to serve refreshments to the hon. Members, Press and the staff - refreshments means not exactly the dinner but other items are there.

Refreshments for the hon. Members and the Press will be served in the Central Hall counter at 8.30 p.m. and for the staff in Room No. 73.

[Translation]

SHRI SHIVRAJ SINGH : Mr. Chairman, Sir, the hon'ble Minister has not replied properly even a single question asked by me. . .(Interruptions)

MR. CHAIRMAN : It is all right. Please take your seat.

SHRI SHIVRAJ SINGH : Sir, my questions are very important. Even not a single question has been replied properly by the hon'ble Minister. . .(Interruptions)

Mr. Chairman, Sir, you know the plight of poor and labour class. Please ask the hon'ble Minister to reply my questions. . .(Interruptions)

MR. CHAIRMAN : He has noted your suggestions. He will take action thereon.

SHRI SHIVRAJ SINGH : The hon'ble Minister has not replied to the main question.

MR. CHAIRMAN : Please take your seat.

19.10 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS- RAILWAYS - Contd.

[English]

MR. CHAIRMAN : Now let us take up the Demands for Supplementary Grants - Railways. Each has to speak only for five minutes please.

Shri Brahamanand Mandal.

[Translation]

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the supplementary budget for Railways for the year 1997-98. I also thank the hon'ble Minister for Railways who has made a provision in the supplementary budget on Railways for fulfilling the demand of two crores people of Monghyr and its surrounding ten districts pending since 40 years. That bridge be constructed on river Gangas in Monghyr. I want to thank him for this.

Mr. Chairman, Sir, I would also like to thank Shri George Fernandes and Shri Nitish Kumar ji because both these persons have participated in the movement for

constructing a bridge on Ganges in Monghyr continuously for three years. I would also like to thank to the former Prime Minister Shri H.D. Devegodaji because while he was Prime Minister he took interest in this matter and said that a provision should be made for construction of this bridge in the next supplementary budget on Railways.

Mr. Chairman, Sir, with this I would like to put, forth two three issues in brief before the hon'ble Minister. The first is regarding Jamalpur factory. This repairing workshop of Railways was constructed by the Britishers 143 years ago. Later on it became the most famous factory of Asia and 22,000 workers were engaged in it. Now it is in bad condition. Hardly ten thousand workers are working in it and they are facing crisis, also.

Mr. Chairman, Sir, you are the Chairman of the Standing Committee. You know that it was passed unanimously by the standing committee that these should be a wagon factory but so far no action has been taken on the decision of the standing committee. I through you, Sir, would like to request the hon'ble Minister that a coach factory alongwith wagons factory be set-up there for which adequate structure is available there. No where in any part of the country a factory like this can be set-up with or much low cost or this will require. Land is available there, water is available there and above all the workers found there are very very efficient and skilled. Even if in this era of latest technology, they are assigned any project with a targetted completion time, they would finish the project within that much given time. I, therefore, would request the hon'ble Minister to take an early decision in respect of setting up of a wagon factory there.

Mr. Chairman, Sir, after going through the Railway Budget and Supplementary Railway Budget, one feels that the Ministry of Railway are in dire need of more wagons and coaches. So far you have been using the same set of old wagons and coaches after repairing them needfully whereas the need is that they should have been replaced by the new ones. The installed capacity of all of your factories is far below the requirement of the country, therefore, these factories, have failed to meet the requirement of the railways. Therefore, a wagon factory alongwith one more coach factory should be set-up in Jamalpur railway factory as soon as possible.

Mr. Chairman, Sir, another thing I want to highlight is that electrification is underway from Sitarampur to Mughalsarai and probably this project would be completed by 1998. Sitarampur is on main line and loopleveline for Mughalsarai also originates from there. So, now we have

a direct route to Delhi from Howrah via Quel, but the problem is that there is no electrification between Sahebganj and Quel on this loop line. I, therefore, draw the attention of the Minister towards this problem and request him to take charge of electrification work between Sahebganj and Quel in his own hands. Jamalpur, factory, which earlier used to manufacture locomotive engine, is now manufacturing diesel engine and, I fear, tomorrow you might convert it into electric engine factory. Further, you are constructing a bridge in Munger and from this point of view also it is necessary to undertake the electrification work between Sahebganj and Quel Jn. Lastly, I want to draw your attention towards one more thing also. Doubling of track from Kazra to Quel Jn. remains to be completed. Doubling has already been completed from Jamalpur to Kazra and Bhagalpur but position of the track which goes through river bridge is yet to be doubled. Many people raise the technical problems expected in doubling of this portion. But, at least, you can double the track between Kajra and Quel Jn.

Mr. Chairman, Sir, the remaining track which is yet to be doubled is only 17 kilometer in distance. This work should be taken up immediately. He gave us an assurance that survey would be conducted very soon, Therefore, it would be better if it is taken up and completed in shortest possible time.

MR. CHAIRMAN : Alright. Now you have raised your three questions.

SHRI BRAHAMANAND MANDAL : I will conclude within one minute. There is a small Maheshleta halt pending clearance for years. Many times the G.M., Eastern Railways made an estimate therefore and sent it but so far nothing has been done. Therefore, as soon as possible, approval should be given to Maheshleta halt. With these words I extend my thanks to the Minister and the Chairman also as he happens to be the Chairman of the Standing Committee on Railways. You as the Chairman of the Committee, have made a lot of contribution in this regard. You have recommended to set up a wagon factory in Jamalpur factory but it would be better if you kindly recommend for a coach factory also in Jamalpur factory. With these words I conclude and thanks to you. I also thanks to the Railway Board officials who made a lot of contribution in this respect.

[English]

SHRI G.M. BANATWALLA (Ponnani) : Sir, we are very fortunate to have a Minister of Railways who is sympathetic and also very efficient. That is a fact which cannot be denied. I must say that in the person of hon. Shri Ram Vilas Paswan, we have a Minister of Railways,

[Shri G.M. Banatwalla]

who is always responsive to the demands and aspirations of the Members and of the *Janata* by itself and here that is very clear from the Demands for Supplementary Grants which we have got. I support these Demands for Grants.

It is so heartening to find and I congratulate the hon. Minister of Railways that there are only two Demands. One of them is for taking up nearly as many as 39 projects out-of-turn. That itself shows the anxiety of the hon. Minister of Railways, to be responsive to the demands that are being made. So, I must congratulate the hon. Minister of Railways for being so responsive and for being so sympathetic. As many as 39 projects are being taken up out-of-turn. There are also several other demands and encouraged by the fact that here we have an hon. Minister of Railways who is very responsive to our demands, to our requests, to our aspirations, one feels that one must place a few more things before him.

Coming to Kerala, I am happy that the survey for Kuttipuram-Guruvayur railway line has been completed. The Minister had given that assurance in one of the meetings and it has been carried out. But the alignment has not yet been finalised. There are representations made with respect to the alignments, but I shall urge upon the Government and I shall urge upon the Railway authorities to see that a decision is taken as early as possible so that the work proceeds without any further delay.

It is now twenty years that I have been asking for one thing – it is since 1977- and that is that the Ponnani town in the Mallapuram district should be brought in the railway network. The railway link has to be extended to this Ponnani town. I need not go eloquent on the need, on the significance, on the importance of this Ponnani town, the revenue that it will bring, and so on and so forth. But I still find a kind of indifference that is there to this age-old demand. I very emphatically urge upon the Government to examine it. It is not difficult to do this. Even this Kuttipuram-Guruvayur alignment which you are going to finalise, can be so extended as to include Ponnani itself in the railway network.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Ponnani from where ?

SHRI G.M. BANATWALLA : Ponnani-Guruvayur line. In the Mallapuram district, it is there. That is not very difficult also. I must admit that I have been assured by the General Manager of the Southern Railway in one of his letters that the question of including the Ponnani

town will be taken up whenever they are finalising the alignment. But the survey is over and alignment is to be finalised. Please do it as expeditiously as possible. And while doing it, kindly see to it that the Ponnani town is not deprived of the railway link.

There are several other demands. For example, there is the age-old demand for a Shatabdi Express from Calicut to Trivandrum. There is an age-old demand for an Inter-City Express from Calicut to Ernakulam. Several times assurances have been given but now let the Government examine them without any further delay and see that the various assurances that are given are fulfilled as early as possible.

The Delhi railway station is going to be modernised. My congratulations to the Railway Minister. This is a very important project that they are taking up and there is no need for me to be eloquent about it. But then there are stations here which do not have even the basic needs. In my own constituency, from Calicut, to Kuttipuram, the stations like Kutipuram, Tirunavayya, Tirur, Tanur. . . (Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI G.M. BANATWALLA : Sir, I have hardly begun. Just bear with me. I forgot after praising the Railway Minister, I ought to have said something about your magnanimity also, Mr. Chairman. Anyway, I am sure, I shall be concluding within the next thirty minutes or so.

Sir, I will be concluding very shortly.

I was saying that the stations, Parappanangadi, Tanur and Tirur do not have even the basic facilities that are necessary. There is the difficulty about the electricity there in Kerala. These stations do not have their own generators. The stations are totally submerged in the darkness. You can understand the difficulties that are there when the trains arrive and leave. To give you one example, at Parappanangadi station, some time back, a passenger alighted from the train and in that pitch darkness he stepped upon a snake and he was snake-bitten on the platform.

Sir, at least some generators or something must be there. Some basic amenities must be available at these stations. I would say that. . . (Interruptions)

SHRI RAM VILAS PASWAN : Is there electricity in that village ?

SHRI G.M. BANATWALLA : Yes, electricity is there. The electric supply is there. But there is a power-cut.

SHRI KODIKUNNIL SURESH (Adoor) : Sir, there is a power-cut there. Everyday, in the evening, for one hour there is a power-cut. It is very difficult there.

SHRI G.M. BANATWALLA : Sir, these generators are very essential things over there in those areas of which I am speaking.

Then there is heavy rainfall and the platform covering is not at all sufficient. In heavy downpour people have to alight from the trains and get into the trains and you can imagine the condition that is there. Malabar has a heavy rainfall. So, I would say that these are the things that require great attention.

There is a proposal, I understand, for the new railway zones, you are having a proposal. It is a very good proposal. I congratulate you. But while congratulating you I must also say that the proposed South-Western Railway zone by constituted with headquarters at Calicut and the Thiruvananthapuram, Madurai and Palakkad divisions be brought under this zone. This will give an impetus to the overall development of this backward area. There is every case for it.

Since you are restless, I have only mentioned the points and I hope that it will be taken up in right earnestness by the Government.

I will conclude by saying that, perhaps, Kerala is the only State which does not have any major railway project. Why is there such a situation? In the past several assurances have been given and if I have time from you I will be able to point out as to how many assurances were given and at what time. We have a history of unfulfilled assurances. Now Shri Ram Vilas Paswan is the Railway Minister. I have said with all sincerity that he is a Minister who is responsive to the aspirations of the Members here who represent the public. Therefore, I hope, and Kerala hopes, that Kerala will also get justice through the location of a major railway project over there.

Sir, with these words I have done.

[Translation]

SHRI RAM BAHADUR SINGH (Maharajganj) : Mr. Chairman, Sir, the hon'ble Railway Minister deserves my thanks for having placed a project to lay railway lines between Daronda-Maharajganj which was closed almost 16 or 17 years back. I again extend my thanks to him for having made a promise to implement this project after passing of Budget. He has said that he, himself, would go to Maharajganj and inaugurate this scheme. In addition to this, I want to make one more request which should not be misconstrued or any complaint but

it has come in my mind and I want to discuss it. This project involves a sum of Rs. There crores and fifty seven lakhs but for now you have made a provision of Rs. ten lakh only. Which is inadequate in my mind. I, therefore, would request you to start this project with same enthusiasm, zeal and vigour with which you had placed it before the House.

I went through the gauge conversion list given in the Budget but to my dismay I found nowhere any mention in respect of three railway lines; namely, Chhpra-Masjak, Thave-Gorakhpur and Siwan-Gorakhpur via Thave. Broad gauge tracks have been laid around these railway tracks but no mention has been made in the Budget about these three railway lines which lead to the most densely populated area of the country. I would not like to dwell at length on this issue but request you to kindly do something for gauge conversion of these three railway tracks.

When I found a mention about Munger bridge, I felt very glad but the next moment I felt sad as no mention was made about the Ganga bridge in Patna which has been a longstanding demand of the people of north Bihar. Survey was conducted and foundation stone was laid but so far it is not known as to when it will be constructed. We are also not sure whether it would be constructed at all or not? Therefore kindly take a decision soon in this regard also so that construction of the bridge is started at the earliest.

I was very glad on 17th Feb, 1997 when the hon'ble Railway Minister made an announcement to conduct a survey of Hajipur-Ialganj-Vaishali-Areraj-Motihari-Sugouli railway line. You had said that survey would be completed within six months. I will think over it later on as to what can be done. I want to share one more good news with the House regarding bringing Vaishali on the map of Indian Railways. Vaishali was the first ever republic and thousands of people from India and abroad visit this place daily. But we do not know as to what is the latest position of that railway line. I, therefore, would request the Railway Minister to start the laying of this railway track as soon as possible.

Now I would like to say something about my area. Chhapra Jn. is the main centre of N.E.R. Division. Trains arrive there from every nook and corner of the country. But the same condition, as was long back, still prevails there. Due to the shortage of booking windows, people have no way out but to stand in long queue and in absence of a booking window hundreds of passengers do not get tickets and they miss their trains. I hope you will take note of this situation also.

So far as sanitation is concerned, huge heaps of

[Shri Ram Bahadur Singh]

garbage keep lying just outside the station. Chhapra Municipality is given a handsome amount by NER for maintaining cleanliness but nothing is done there in the name of sanitation. I would request the Railway Minister to stop the release of sanitation amount as it goes waste and no sanitation work is undertaken. I request you to take the sanitation work in your own hands.

Much has been talked about sanitation and catering. Therefore, I would like raise a point in this regard. Rajdhani Express leaves Guwahati at 6 O'clock in the morning and arrives at New Delhi railway station at the same time next morning. Food and breakfast is served twice in that train which includes a mineral water bottle also. May I ask you if one bottle of water is sufficient for two times meal and breakfast? So, please take note of this also.

In 1978, a college was set up in Sonpur. So far you have not taken over that college. Some queries were sent to the college which were resolved by college staff. People are working there for the last 19-20 years but without getting any adequate remuneration. I request you to take over this college and a decision should be taken in this regard as per the existing rules and regulations as soon as possible.

SHRI ANIL KUMAR YADAV (Khagaria) : Mr. Chairman, Sir, I come from Khagaria parliamentary constituency which happens to be the native place of the Railway Minister also. I thank him for whatever development has taken place in Khagaria. At the same time, I submit that there are two assembly constituencies of Bhagalpur district in Khagaria parliamentary constituency and there is a Division close to Gopalpur which enjoys the status of a district. I have repeatedly made several demands from hon'ble Railway Minister for that area. I also told him that there are two waiting rooms each for men and women which are occupied by the CRP personnel. The Minister assured me that a new waiting room would set up. But neither the waiting rooms occupied by CRP men have been vacated nor a new one has been set up. Further, there is Naughachha railway station which is nearly one km. away from market but during rain there is heavy water logging on roads and people can not reach the station even by tractors, not to speak of other vehicles. People are forced to walk on foot to reach the station. Therefore I request the Minister to take note of it and get the road repaired immediately without any further delay.

There is a Kalagola railway station in my area. It falls in Katihar district and leads to Makhana but so far expansion of the platform has not been undertaken. I

belong to Bhagalpur district. Rajdhani train starts from Delhi but I demand that Rajdhani Express should run via Bhagalpur. I also demand that doubling of Katihar-Barouni railway track be undertaken immediately. Due to the single track, trains run usually late which causes inconvenience to the people. I have referred to the trains starting from and going to North-East regions on many occasions and requested that those trains should be provided a halt at Naughachha railway station. The Minister gave some assurances in this regard but so far none of them has been fulfilled. Nagachha division is famous for maize production but none of the said trains halt at this railway station.

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

VAIDYA DAU DAYAL JOSHI (Kota) : Mr. Chairman, Sir, it has become a well laid convention of the House to place our Demands for Supplementary Grants before the House during the monsoon session and discuss the same for nearly eight to ten hours and pass it sometimes in the night around two or four O'clock. When an M.P. from Bihar was speaking today then also I said that a Member who is sworn in as Minister thinks in terms of only about his constituency. I would again request Shri Ram Vilas Paswan that comparatively much importance has been given to Bihar and Karnataka in the Supplementary Grants laid today in the House. Hon'ble Railway Minister, Sir, you are quite conscientious, so please prepare a chart of the entire India.

SHRI RAM VILAS PASWAN : I have already got it.

VAIDYA DAU DAYAL JOSHI : If you have got it then select various projects on that basis. But, I am sorry to say, you are taking projects as per your own wishes. You have selected only one project in Rajasthan which is for Jodhpur. Rajasthan is a backward state. The projects undertaken by Shri Jaffar Sharief are today running behind their original schedule. No advancement has been made in respect of any work. I request you to consider this demand with cool head. As per your Demand, 9 tracks will go under gauge conversion, one track will be doubled. Further, there are four projects pertaining to electrification work and five more railway lines are to be laid. This will give a lot of employment to many unemployed people. During the days of Britishers, every year 500 km. railway lines used to be laid. Since independence, during the last 50 years only 12 thousand km. long railway tracks have been laid in our country which comes to laying of merely 240 km. railway line per year. The construction of one km. railway line gives job to 21 people. You should decide that you have to lay railway lines running into one thousand kilometer. You will get all resources therefor.

So, atleast, show your courage and determination and issue bonds by placing your demands. Konkan Railway has mobilised huge amount and you should mobilise the same by placing your demand for entire India. Because once you do so, you will be providing jobs to at least 30 thousand people.

Likewise, there is a shortage of wagons for 26 thousand goods trains which encourages dishonesty and bribery. Much favour is done in providing wagons to people. You may give private containers to people after privatisation but you are also going to reject 25 thousand wagons by setting up a wagon factory for goods train. You have got 26 thousand boxes. In this situation one thousand boxes would be left, you tell me wherefrom you will get these boxes ? How many persons can transport their goods in containers ? If you start making 25 thousand boxes you can provide employment to 25 thousand people. You should think over it seriously. 60,700 kms. railway line is there and 16 lakhs of people are working. This is true that you have started new recruitments. You have made quantity even though you have not been able to make quality. You should select the persons on the basis of recruit. I was reading newspaper today morning. It was published in it that such number of accidents never took place which were occurred in the last two years. Day before yesterday also I told you that your colleague met with an accident and he is in the hospital. You please tell me that Shri Sheesh Ram Ola who met with an accident at 2.30 A.M. was attended at what time and the person who attended him was belonged to Railway Department ? You said that 3 to 4 hours are usually taken. Many people die within 3 to 4 hours. This is a fact that no casualty was reported in it. He is your colleague. You please tell me who was the first person to attend him ? He came to Delhi in the van of a personal friend to hospitalise. The Railway Department could not has such courtsey and nobody feel his responsibility that Shri Sheesh Ram should be hospitalised. This is true that you went to the hospital and met him. After all a Union Minister met with an accident and he repeatedly shouted that he is a Union Minister, that please enable me to talk but he was not allowed to talk while answering you please tell would you make provisions of insurance for those killed in the railway accidents ? This issue is going on for many years. Those killed in the air have precious life but those killed in the railway are considered like dogs. Besides, you give 50 thousand or 10 thousand or 5 thousand rupees on your whims and fencies. You should make a rule and make provision of insurance.

SHRI RAM VILAS PASWAN : We have rules in this regard. Insurance is done of passengers who travel in the trains. Whenever an accident takes place, the family

of deceased get 2 lakhs of rupees and 10 thousand or 20 thousand or 25 thousand is given as ex-gratia payment. By increasing the amount of premium we are requesting the insurance companies to increase this 2 lakhs of rupees to 4 lakhs of rupees. . . (Interruptions)

VAIDYA DAU DAYAL JOSHI : I accept your contention and I am not levelling any charge against you. In the beginning itself it should be decided that how much time each honourable member would get. Just now Pappu Yadave ji has taken one hour time. I have been waiting for the last three days to speak but when I have got the opportunity to speak, you are pressing the bell, what is this ? You decide that any honourable Member would not speak for more than ten minutes than I would also sit down. My request is that you should do justice. I went Bombay from here because the wife of Rajasthan's public works Minister underwent heart-operation. I had got my reservation from here. I had made telephone call and sent a telegram from here for retiring room at Bombay. When I reached in the room number three, they said that just now they got the telegram. Thanks for coming. Please deposit Rs. 600. I asked them for what I should deposit the money. They said because it is an air conditioned room. I thought that I would get rest. But there was no air conditioner. I enquired about room rent after coming here and came to know that in 'A' class city room rent is Rs. 400 only. It is equipped with air conditioners, newspaper, tea and television etc. I asked them under which rule they are charging this sum. They said that if I was interested it was O.K. otherwise they would provide it to some other person. I told them that I am an M.P. and I had sent a telegram but they did not agree. After reaching here I enquired about it and they told me that nowhere in India in 'A' Class city room rent is not more than 400 rupees. This is fifteen days back incident.

Sir, Yesterday I came to Jaipur by Jammu-Tawi. I was travelling by A.C. Second Class but no air conditioner was functioning. Passengers raised their voice against its. There were 16 Japanese passengers who raised their voice against it. They said that they give in writing and claim for refund from Railways. I shall narrate one more incident. My son came from Kota, and said that what was wrong with the Railways these days ? I asked him what went wrong. He told me that 50 metres ahead of Mathura the train stopped and a person came, he pounced on a woman whose purse was visible. He thought that it was full of currency notes and he pounced on her and snatched necklace and ear-rings. she should so loudly that all the passengers of the coach assembled there. Necklace and notes were recovered but earrings was taken away. Such incidents take place there. Last time also I had warned against such incidents but nothing

[Vaidya Dau Dayal Joshi]

happened. You are a good Minister and I have been continuously requesting you, I have written you ill letters. I want that from Kota to Bina and Kota to Damoh express trains should be run. Earlier I was told that because of the incapacity of the track we cannot run express trains on it. I wrote back that four trains having 80 bogies of coal run daily from Singrauli. Man cannot weigh more than coal. When the track is used for transportation of coal, then now it is unfit for expressing trains. Again I was told that if we reduce the number of stoppage of the train, people will get angry. If we run express trains there then on many stations train could not be stopped. Why the Railways is worried about it. People will get angry with me. I have to seek votes from them and I will not get votes. One train from Kota-Bhopal was started which run from Jaipur to Madras, it takes thirteen hours to reach Bhopal.

The express train via Bina will take 17 hours to reach these. You should think over it seriously. I have spoken about this trains I have also written many letters and now I am getting their reply. You should take it seriously. You should start express trains from Kota to Bina which connect South India. I would like to submit that Jammu Tawi train should be extended upto Ajmer. I would like to request that a train from Delhi to Pushkarjee should be started. Handing over the work of doubling of lane from Bandikui to Agra to private sector is not proper. This railway line is required essentially. From Ganga Nager to Sabar Sathal doubling of railway line is to be done. There also gauge conversion is required. *(Interruptions)*. Your restriction is there. Last time also at 3.30 clock at night while dozing my number had come. After that I had to go back from here. After all where and to whom we tell our distress.

MR. CHAIRMAN : You did not speak on public demands.

[English]

SHRI KODIKUNNIL SURESH (Adoor) : Mr. Chairman, Sir, I rise to support this Demands for Supplementary Grants for Railways presented before the House by the hon. Railway Minister Shri Ram Vilas Paswan. As the previous speakers from my State Shri Mullappally Ramachandran and Shri G.M. Banatwalla have mentioned so many points related to Kerala pertaining to setting up of a zonal railway office as also the railway coach factory, I am not going to go into the details. The hon. Minister is well aware of those issues as also the problems faced by Kerala. The Government of Kerala has written several letters regarding the setting up of the coach factory as also the zonal railway office. We hope that the hon.

Minister will show his due consideration to this in the coming Budget.

I am going to speak about some points pertaining to my constituency.

Regarding gauge conversion, as per the policy of the Government, during the last five years, the Government had spent crores and crores of rupees for conversion of metre gauge lines into broad gauge lines throughout the country except Kerala. The Railways have singled out Kerala in so far as spending money for gauge conversion during 1991-96 is concerned. This is a grave discrimination shown to the people of Kerala and as such, there is a great discontentment among the people of Kerala.

We have a metre gauge line between Quilon and Channai which was constructed by the British Government about 100 years ago in Kerala. But this line is the same as it was before. The British Government started the first phase of gauge conversion of this line from Chennai to Virudunagar. This line is fully in Tamil Nadu. The gauge conversion of this line is already over and it has been dedicated to the nation. The second phase to gauge conversion between Virudunagar to Quilon is covered by Kerala. That is the second phase which has already been included in the 1997-98 Railway Budget.

There was an unstarred question day before yesterday and the hon. Minister gave me a reply that the approval of the Planning Commission was obtained like that. I have got this type of a reply several times before.

The total cost of this project was around Rs. 200 crore. It also required the approval of the Planning Commission and the Cabinet Sub-Committee.

A major portion of this line is passing through my reserved parliamentary constituency Adoor which is a very backward area and this is the only railway line. So, the gauge conversion of this line, IInd Phase, has to be carried out at the earliest. In this regard I have requested the hon. Minister earlier also and once again, I request him kindly to take immediate steps to start the work after obtaining the clearance from the Planning Commission and the Cabinet Sub Committee without any further delay. I shall be happy to invite his goodself to lay the foundation stone of this project at Punalur which is the middle point of this line between Quilon and Virudunagar.

About the new train, in Quilon-Madras metre gauge route, we have only few train transport facilities. Palani is a very important pilgrim centre in South India

which is in Tamil Nadu. Thousands of pilgrims from Kerala, due to lack of train facilities, have to depend upon other modes of transport for going there. I, therefore, urge upon the hon. Minister of Railways to introduce a new train between Quilon-Madras meter gauge from Quilon-Madurai-Palani-Coimbatore so that the pilgrims can save a lot of time and money, and also do not face any difficulty.

Now, I come to the new broad gauge line from Kayamkulam-Adoor-Kottarakkara-Trivandrum which is in my constituency. During the discussion for the year 1997-98, it was assured that this line would get priority.

MR. CHAIRMAN : Please conclude. Five minutes are over.

SHRI KODIKUNNIL SURESH : Sir, I have just started.
..(Interruptions)

The Railways had conducted a survey for the new broad gauge line between Kayamkulam-Adoor-Kottarakkara-Trivandrum and the survey report has also been submitted to the Railway Board. It is only waiting for the approval. While presenting the Railway Budget in 1997-98 also, the hon. Minister of Railways included this new broad gauge line and stated that as soon as the survey was completed for this line, the Government of India would take up this on a priority basis and start construction. I, therefore, urge upon the hon. Minister to kindly take immediate steps in this direction.

19.58 hrs.

[SHRI CHITTA BASU *in the Chair*]

Now, I come to the point of providing additional platforms at Punalur and Kottarakkara. These two railway stations are very important stations. Thousands of passengers are passing through these stations. But due to lack of proper platforms, the passengers are bound to face great hardships nowadays. I, therefore, request the hon. Minister to kindly take immediate steps for constructing additional platforms at Punalur and Kottarakkara at an early date.

Now, I come to the point of providing a railway hospital at Punalur. Punalur is one of the most important stations in Quilon-Madras metre gauge line. Thousands of employees are working there apart from an equal number of employees in the nearby railway stations on this line. At present, these employees are depending upon the hospitals located one at Shenkottai and the other at Quilon which are more than 50 kms away from Punalur.

As such the employees are facing a lot of problems in getting medical facilities. I therefore, request the hon. Minister to kindly consider this long pending demand of the employees of railway stations at Punalur and its surrounding railway stations and set up a hospital at Punalur in my constituency at an early date.

Now, I come to the point of extension of platform. Punalur, Kottarakkara and Aryankavu in my parliamentary constituency are very important railway stations on Quilon-Madras meter gauge line. Thousands of passengers have to wait for trains at these stations. They are facing great problems nowadays due to lack of proper platform. Therefore, I request him to kindly take immediate steps for extending the platform shelter at these stations so as to reduce the hardships faced by the passengers at these places.

Now, I come to modernisation. Aryankavu, Thenmale, Edapalayam, Ezhukonw and Kuri are important stations on Quilon-Madras meter gauge line. Thousands of commuters are there.

20.00 hrs.

Thousands of commuters are there. Due to lack of basic amenities they are facing a lot of problem and therefore improvement of the existing facilities and modernisation of these stations are urgently required to be done. I, therefore, request you to kindly look into the same and take steps for the modernisation of these stations.

Regarding railway overbridges, in Mylom, Nadumpaikulam, Kottarakkara, Punalur, Valakode there are a few overbridges which are very narrow. Due to this there are always major accidents and heavy traffic jams at these places causing immense problems to the passengers. There is a long-standing demand from the people of this area for expansion of these bridges in this accident prone area. I, therefore, request you to kindly take immediate steps for acquiring sufficient land and expand the existing overbridges without further delay.

Reservation facilities at Punalur and Kottarakkara are very important. At present reservation facilities for two berths are available from these two stations. Thousands of people are working outside Kerala. They are not able to get reservation from this meagre quota in these trains. I wrote to you several times requesting you to increase the reservation facilities in Kerala Express, Jammu-Tawi Express, Jayanthi-Janata Express, Island Express, and Guwahati Express from these two stations, but no action has taken so far. At present there are no reservation facilities at stations like Avaneeswaram and Aryankavu.

[Shri Kodikunnil Suresh]

Please include these stations also for the purpose of providing reservation facilities.

In Quilon-Madras metre gauge line reservation for Madras Mail is very limited and bulk of the reservation is from Quilon. It is important to note that from Quilon there are several other broad-gauge lines to Chennai and as such the passengers from Quilon can get reservation for other trains also. But the people of Kottarakkara and Punalur are fully depending upon this metre gauge line alone. As such it will be in the interest of natural justice that reservation for Madras Mail is increased from these stations.

I hope the hon. Minister will look into all these points.

DR. ARUN KUMAR SARMA (Lakhimpur) : I stand here to support the Demands for Grants of the Ministry of Railways. I must put on record the sense of gratitude on behalf of the people of the northeastern region to the hon. Railway Minister who has taken keen interest for the development of the railway system in that area.

In this connection I must also say that all his efforts will be incomplete if a line linking the northeast to the mainland is not properly developed. I want to point out that the northeast is a geographically isolated area and it is linked to the mainland only through a 33 km. strip of land which is called a chicken neck. The only communication network to link northeast to the mainland is a two-line small road which is in very deplorable condition. The only alternative is the railway line which is of single track till now. I would like to request the hon. Railway Minister to make this track from New Jalpaiguri to Alipurduar a double track, so that in the event of a problem arising in this section, the rail communication is not hampered.

We have information that during floods and during accidents, the rail link to the North-East is totally cut-off because there is only a single track of this railway line. This is an important issue for the entire nation. This should find a place in the Demand for Supplementary Grants also. In future, the Ministry of Railways should seriously consider to have rail link with the North-East, through a double track line.

Secondly, the hon. Minister of Railways, during his visit to Assam on the 19th May, made a specific declaration regarding two projects. It was made by him on the 19th May, in the presence of the hon. Prime Minister when a BG line was inaugurated. The gauge

conversion of Makum-Dangori section of NF Railway, a 30 kilometre stretch of railway line is yet to be completed. It was to be completed this year, and it was to find a place in the Demands for Supplementary Grants. I notice that this assurance does not find a place in the present Demands for Supplementary Grants, So, I would request the hon. Minister to include this in the Demands because it was also stated in a Press conference on the 20th May that this will be covered in the Demands for Supplementary Grants.

Another assurance was also given in the same meeting and also in the Press conference to reintroduce the railway service and on the gauge conversion of the Silghat-Hoiborgaon line. This was to be taken up in the district of Naogaon. This was declared in that meeting and announced in the Press conference also.

There is another point which also found a place in the Railway Budget but the progress of work is not up to the satisfactory level. We have not seen any tangible progress regarding the survey of the Rongia-Mukongchelek section of the NF Railway. This railway line is the only line linking Arunachal Pradesh. It runs along the River Brahmaputra, through seven districts of Arunachal Pradesh and covers the entire northern districts of Assam. There are a few railway stations on this line. They are at Silapathar, Murkongchelek and North Lakhimpur. These railway stations are in a very bad condition. They have to be improved. This request was taken up by us time and again.

Another point that was represented was regarding the establishment of a computerised reservation centre at Lakhimpur though there is a centre at Itanagar, people from Assam have to take a pass, an inner line permit from Arunachal Pradesh and travel more than 400 kilometres to purchase a railway ticket. They have to go to Tezpur, Guwahati or Dibrugarh for this purpose. So it is very important that there should be a computerised reservation centre at least at Lakhimpur. This is a tribal area inhabited by backward communities and for their benefit a centre should be provided immediately.

Another point that I want to raise is this.
(Interruptions)

SHRI RAM VILAS PASWAN : In the North-East, there is no railway line facility but at each and every State headquarters, we have given this facility of computerised reservation.

DR. ARUN KUMAR SARMA : Thank you very much. You have visited Itanagar also. . (Interruptions)

MR. CHAIRMAN : That is all right. All the stations have got that facility.

(Interruptions)

SHRI RAM VILAS PASWAN : There is no station in the North-East because beyond Guwahati there is no railway line.

[Translation]

But we had made the announcement to provide computerised reservation facility in each of the state capitals of Manipur, Mizoram, Meghalay, Arunachal Pradesh, Tripura, Sikkim, etc. so that people may have reservation facility there and people may not have to rust to Guwahati or elsewhere for it. This facility has been provided in all the state capitals and even in Itanagar. Now the hon. Member is demanding this facility in other places also. It is not possible.

[English]

MR. CHAIRMAN : All the State Capitals have got the computer reservation facility.

DR. ARUN KUMAR SARMA : I am asking this because of the technical problem that the people are facing. People cannot go to Itanagar without getting the inner line permit. They have to get inner line permit to get the ticket. That is another justification that I am giving. It is towards north of Brahmaputra. People have to travel 400 kilometres to buy a ticket. That is the problem we are facing. I would request the hon. Minister to consider this.

In Tinsukia, a new railway station is being established. The people of that area are demanding that this new railway station should be named as Bengmora Bhawan. It is a place of historical importance. It was represented to the hon. Minister when he came there. The people belonging to the Motok community are the original inhabitants of that area. They are demanding that this new railway station which is being established at Tinsukia should be named as Bangmora Station.

Sir, my next point is regarding Bogibill bridge which was included in the Ninth Plan for completion. The work was about to be completed this year, but the progress of the work is very slow. I would request the hon. Minister to expedite the survey work so that, as declared by the hon. Prime Minister this bridge is completed within five years.

[Translation]

MR. CHAIRMAN : Shri Mohan Rawale.

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, one of our colleague wants to leave the House. Please permit him. . .*(Interruptions)*.

MR. CHAIRMAN : All right. Shri Anandrao Vithoba Adsul.

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Mr. Chairman, Sir, today we are discussing in the 11th Lok Sabha the Supplementary Demands for Grants related to the Railways. Hon. Members of all political parties have expressed their opinions here. I also want to express my opinion in the same sequence. I was very happy on the day the United Front Government was formed and our dalit leader. Shri Ram Vilas Paswan became the Minister of Railways and the Leader of the House as well. I felt happy that time also when the proposal came for making him the Prime Minister of the country. But today I am a bit constrained to state that he has started playing game.

Our hon. colleague Shri Anant Gangaram Geete has raised certain fundamental issues. I do not want to repeat them.

MR. CHAIRMAN : I would like to remind you that the time at your disposal is very little.

SHRI ANANDRAO VITHOBA ADSUL : I know it and my problems are not umpteen. I do not want to go into those issues, but I am going to speak on the proposals of my Parliamentary Constituency here for the fourth time. It hurts me when the hon. Minister of Railways tries to play a political game. My constituency Buldhana is a verybackward area. The people there have been demanding to undertake the work of 175 km. long Saigaon-Jalna Rail line. I have raised this issue many a time in this august House. I have made correspondence many times in this regard.

MR. CHAIRMAN : Sir, I would like to bring this to the notice of the hon. Minister that in his reply to my letter dated 30.7.96 he stated that my demand was long standing, but the Planning Commission is opposed to it.

SHRI RAM VILAS PASWAN : From which place to which place ?

SHRI ANANDRAO VITHOBA ADSUAL : From Saigaon to Jalna. Earlier it was known as Khamgaon to Jalna.

In your reply you have written that it is opposed by the Planning Commission. I wrote letter to the Planning Commission on 20.12.96 depicting the importance and necessity of the construction of this rail line. The Deputy Chairman of the Planning Commission Shri Madhu

[Shri Anandrao Vithoba Adsual]

Dandavate wrote a letter to the hon. Minister of Railways. The hon. Minister of Railways wrote a letter to Shri Madhu Dandavate. In this letter dated 9.6.97 the hon. Minister of Railways had expressed an altogether different idea.

Mr. Chairman, Sir, first the hon. Minister of Railways wrote to me that the Planning Commission was not prepared for it. Now the Planning Commission is ready, but the hon. Minister by Railways is not ready. The hon. Minister asserts that at present he has a project of Rs. 12 thousand crore with him, but the Ministry does not have any funds. Therefore, this rail line would not be laid. He further states that he will look into it only after the funds are made available. The Minister of Railways says that the Planning Commission provides Rs. 200 to Rs. 400 crore to the Ministry, but this line projects worth Rs. 12 thousand crore are pending with it. Under such circumstances this rail line can never be laid.

Mr. Chairman, Sir, the reply very carefully admits the importances of laying the Railway line, but it also shows the helplessness of the Ministry for want of funds. Should it be interpreted as a game of politics or something else? I am saying so because whenever any project for Maharashtra is sent to the centre, it is denied. Many of my colleagues are not present here. The reason is that they have put forth their views and proposals, but they were not considered at all and the hon. Minister of Railways did not take any action in this regard. He, therefore, does not want to repeat them. That is why those of my colleagues are not present, but I am speaking here for the fourth time because my constituency is very backward.

Mr. Chairman, Sir, through you I would like to draw the attention of the Hon. Minister to one thing. Maharashtra has two parts Marathwada and Vidarbha. This rail line links seven districts of Marathwada and nine districts of Vidarbha. Constituting the population of two and half crore. Therefore, it has a greater importance. There is Lonar pond and the people all over the world visit it. The people coming to this place will be facilitated by this rail line. The samadhi of Gajanan Maharaj is at Saigaon. At least 16 thousand persons visit this place every day. Thirdly, the parlance of hon. Minister of Railways. I would like to point out that no industrial development can take place in that area until a rail network is constructed.

Mr. Chairman, Sir, the backward area of Marathwada, Vidarbha and Buldhana does not have any industry at all. The reason is that there is no national highway or rail line. The rail line is very essential for industrial development

and the upliftment of the area as well. This way the unemployment problem of that area will come to an end. I, therefore, request for the fourth time here to lay the rail line there I am not giving any threat here, but I must assert here at least this much that if my demand goes unheeded, we will have to launch a mass movement as an effective means of democracy. This is a long standing demand. You also admit that our demand is genuine. The Ministry underakes thousands of new projects, but why does it not do so in this case? This is a project of Rs 200 crore only. I would like to tell you this much that the hon. Minister had issued bonds for the Konkan Rail Project and a large sum of amount was mobilised in Maharashtra. Similarly, I also promise him that if our demand is accepted, at least an amount to the tune of Rs. 100 crore would be mobilised from any constituency. But it won't do if the issue is handled in such a manner. If you will rise above party politics, I would be grateful to you.

[English]

SHRI SUNIL KHAN (Durgapur). Mr. Chairman Sir, it is very painful for me to support the Supplementary Demands for Grants for Railways for the year 1997-98 because no funds are allocated for the long-pending demands of West Bengal like Eklakhi-Balurghat, Digha-Tamluk, Bankura-Damodar River Railways Dum-Dum Barrackpore metro rail project and others. You have done some miracle in some States but I am not going into that. You are aware that my constituency is Durgapur which is linked with some parts of Bankura which is a very backward district in West Bengal. Several meetings were arranged by you and you assured as about Bankura-Damodar River Railway project but no funds are allocated to this project whereas there are railway lines and infrastructural system and many deputationists were arranged by the people of Bankura to protest against Govt. for non allocation of funds. Then, why should there be such stepmotherly treatment to the people of Bankura? You should look into the matter carefully.

You are aware that Durgapur is a rush area of Eastern India. So, Durgapur station should be modernised for its present industrial network. Moreover, Durgapur is now a Municipal Corporation and it is a junction of four districts, namely, Bankura, Purulia, Birbhum and Burdwan. So, I would like to point out that one new train should be introduced from Durgapur to Howrah. The entrance of Durgapur station is barricaded by the mini bus stand and the taxi stand. So, these two stands should be shifted to the nearest surplus land of the Railways. If it is done, the passengers can go there easily and the ticket-sellers in the railway counter will also not be disturbed in counting money or tickets. The VIP lounge should be modernised.

The platform of Rajbandh should be high. A halt between Panagarh to Mankar, namely, Chandipur should be there with a ticket counter so that the Railways will get the revenue. Patna-Cochin train should run at least once in a week through Durgapur and Burdwan. A new EMU train from Chittaranjan to Burdwan should be introduced. In Burdwan station, two over-bridges should be constructed between the fifth and the sixth platforms. More EMU trains should be introduced between Burdwan and Sealdah and one super-fast train from Sealdah to New Delhi should be introduced.

From Raniganj to Mejia MTPS, a railway track has already been completed by Damodar Valley Corporation. I request the hon. Minister to extend it from Mejia MTPS to Bankura which is only 18 km. away.

My last submission is that the birth centenary celebration day of our freedom fighter and rebel poet, Kazi Nazrul Islam, will be held on 25th May, 1998. His birthplace, Churulia, is very near to Asansol railway station. I request the Minister of Railways to instal a statue of that freedom fighter in front of the Asansol railway station.

[Translation]

SHRI BRIJ BHUSHAN TIWARI (Dumariaganj) : Mr. Chairman, Sir, at the outset I rise to support the Supplementary Demands for grants for Railways. I would also like to thank the hon. Railway Minister for including our demand of gauge conversion between Gorakhpur and Gonda in these Supplementary Demands. As a result, development will take place in that area. This is not only my personal feeling but it is the feeling of people of my area and Purvanchal as well. I would like to remind you that Shri Shivnarayan was the railway Minister during 1977-78. Because of his efforts, survey had been conducted regarding Khalilabad and Balrampur railway line. This is a most backward area and there is no railway line around nearly 200 km area. Therefore, it is mine as well as a general feeling that the Railway Minister should take a decision on the survey conducted regarding laying of the said new railway line. I would also like to thank the railway Minister for sanctioning/approving new railway line from Etawah to Mainpuri because it is the area of our Party President hon. Mulayam Singh Yadavji. The Minister has approved the new railway line between Etawah and Mainpuri. But I would like that from Mainpuri it should be extended to Etah and announcement should also be made in this regard. The Naugarh Railway Station is the Head Quarters of Siddarthnagar district. I have written letters several times and personally too, I have made a request in this regard. I have also written a letter to the hon. Home Minister because it is the feeling of the people

of that region as well as mine that the Naugarh railway station's name may be changed to Siddarthnagar. But in the reply, a lot is said about the technical points. I think that action should be taken in this regard after reconisderation.

The people from my region migrate to Mumbai, Delhi and other major industrial cities in large number to earn their livelihood. There they face a lot of inconvenience in railway ticket reservation. Therefore, I demand that the reservation quota available in Naugarh particularly for Mumbai and Delhi may be increased. Moreover, the Bombay V.T. train service in Mumbai is not adequate. It would be convenient for the people of Gorakhpur region, if Pushpak Express bound from Mumbai to Lucknow is extended upto Gorakhpur.

Vaishali is a very good train but it is so crowded that even A.C.II tier is not comfortable. The unreserved coaches are also over crowded. Two trains have been pressed into service but they run in odd hours, which doesn't suit us. Therefore, I demand that a Superfast Express train be introduced before or after one hour of the departure time of Vaishali, which would ease the congestion of traffic in trains and thus travelling to Delhi would become convenient.

Whatever demands have been made in writing regarding railways, they have been accepted so that the hon. Member can raise the problems concerning his region/constituency in this House. It is right. But the major hindrance it faces is about the resources and hence be it a Railway Convention Committee or Standing Committee or Standing Parliamentary Committee or Consultative Committee, In their recommendations they have demanded that railway should be given more and more budgetary support because railways achieves its social target through its internal resources and moreover train is an important means of transportation in our country from all points of view. The railway plays an important role in social and economic development of the country but if we would not mobilise the resources in this regard than we wouldn't be able to achieve the targets. Therefore, I demand that the budgetary support should be increased, resources should be increased. The hon. Railway Minister or this Government has paid attention towards the tribal areas and hilly areas and the demands have been accepted but we had an unpleasant experience in the past wherein we have noticed that the pace of execution of work is so slow that its cost esclates day by day and it gets delayed. Therefore, more and more funds be allocated for these schemes at the earliest and efforts be made to complete these schemes in the stipulated time.

[Shri Brij Bhushan Tiwari]

With these words, while once again thanking the hon. Minister, I support these Supplementary Demands for Grants.

SHRI CHANDRABHUSHAN SINGH (Kannauj) : Hon. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for grants.

We proudly say that our railway system stands second in the world. During 1995, the route kilometer was around 62-63 thousand kilometers. But we feel sorry when we compare and say that the modernisation of railway has begun in the Seventh Five Year Plan but we could undertake only 18.6% electrification since then so far, whereas Japan has done 93% electrification and even in Portugal, which is a small country, 75% electrification has been done in railways. It is unfortunate that despite of all this, the budget presented by the hon. Railway Minister has if pleased the Members of Parliament of Karnataka and Bihar, it has displeased the Members of Parliament of other states though they don't show their displeasure and greet and use commendable words against him in his presence. Sometime back there is a Railways Minister from Uttar Pradesh but it is unfortunate for Uttar Pradesh that since then no one from Uttar Pradesh has assumed the office of Railway Ministry. Had there been a railway Minister from our state, Uttar Pradesh, it would have benefited one state.

Uttar Pradesh is the largest state with a population of 14 crore people, whereas the hon. railway Minister has formulated only two new schemes for the state. I think the total length of the line is around 120 kilometers. The line between Mainpuri and Etawah was laid because of the efforts of our hon. Defence Minister. Fortunately, socialist leader, Lohiaji was a MP from our district, Farrukhabad at sometime. At that time, he had formulated a scheme for constructing a railway line. Survey had also been conducted in this regard, wherein it was said that the line would be connected from Itawah to Farrukhabad, Farrukhabad to Shahjahanpur and upto gola Gokamath. But it is unfortunate that Lohiaji has passed away. Later many MPs, including my father, have also made efforts in this regard. But the scheme remained as it is.

Today, I will talk about past only. I am happy that the hon. railway Minister has sanctioned a railway line for Itawah and also a double line from Shikohabad to Mainpuri. Definitely the Defence Minister influenced it and you got it done under his influence. So far as the question to track renewal is concerned it is finding less attention day by day. -I have got the examples with me. 1 thousand 163 crores

of rupees were earmarked for track renewal in 1992-93. It became 1 thousand and 128 crores of rupees in 1996-97. Your department needed money for renewal of 6 thousand kilometers of tracks in 1995-96, it is unfortunate that the Kalindi express, which is the only train to run between Delhi and Farrukhabad, completes its 295 kilometers of journey from here to Shikohabad in quarter to five hours but four and a half hours are taken to cover the distance between Shikohabad to Farrukhabad which is merely 105 kilometers. Drivers have been instructed by officers that they should not exceed the speed limit above 30 kilometers per hour because trains cannot run beyond this limit on that track. Believe me that the condition of the track is very bad. I feel sorry that the track is laid on the ground wherein there is no broken pieces of stones, sleepers have given way and trains are running on it. A major accident can happen any day.

It is good that you construct the double track upto Mainpuri but it is also important so that more money is not needed for the renewal of 105 kilometers of the track. Only Kalindi express run between Farrukhabad and Delhi. You charge the express rail fare for it but it definitely runs slower than a passenger train between Shikohabad and Farrukhabad. I would like to submit that it is unfair for the passengers and the Government should look into it.

Discussion about gauge conversion has taken place here. You said that two schemes from Kanpur to Kasgunj, Mathura and from Bareilly to Kasgunj have been taken up. Conversion from metre gauge to broad gauge would be done. You have allocated only ten crores of rupees for it. If you convert the metre gauge line from Kanpur to Farrukhabad into broad gauge immediately then Shikohabad would be linked.

MR. CHAIRMAN : Please conclude now.

SHRI CHANDRABHUSHAN SINGH : I have hardly taken five minutes but many hon. Members have taken more time.

MR. CHAIRMAN : It was decided that hon. Members would speak for five minutes each and you have taken your time. Please cooperate with the Chair.

SHRI CHANDRABHUSHAN SINGH : Alright. I will conclude within Five minutes. My request is that you get the track repaired from Shikohabad to Farrukhabad so that trains could run at a faster speed. If you would convert the Kanpur - Farrukhabad line into broad gauge quickly then we would get already constructed track upto Shikohabad because broad gauge is already upto Farrukhabad. It would be easier to divert the heavy rush of passengers between Kanpur to Shikohabad. I would

request that you please personally inspect the Kalindi express which is presently running from here, as you have inspected New Delhi Railway Station, or send someone else for the same who can travel by this train upto Farrukhabad. He may be asked to travel in first class compartment, it is important. What is condition of it, neither there are doors nor windows in them nor the condition of bathrooms is good, passengers travel in groups of two's or four's and there are two passenger cabins. I never like to travel in first class compartment and always travel in the second class. But employees of the Railways ask me that why don't I travel by first class. I reply to them that it is unsafe to travel in first class because they don't have any locks even in the Cabins and the condition of toilets is bad. Unfortunately, I am living in a district like Farrukhabad where there is no direct rail link upto Lucknow. You have done broad gauge conversion from Kanpur to Lucknow but we have middle gauge line and all trains stop at Anwarganj. There is no other alternative but to travel by rickshaw from there . . . (Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI CHANDRABHUSAN SINGH : I am concluding. Lucknow is the capital of Uttar Pradesh. You cannot reach there without changing train at Kanpur. I hope that the hon. Minister would get the track repaired. I thank you for giving me an opportunity to speak.

[English]

SHRI K.P. SINGH DEO (Dhenkanal) : Sir, first and foremost, I heartily support the Supplementary Demand No. 2 Miscellaneous expenses, Detailed Investigation and Final Location Survey of the Kosi Bridge which will restore the Nirmali-Baptai, North-Eastern Railway. The second is रेल सुरक्षा कल्याण निधि for the welfare of the Railway Protection Force personnel and their families.

But primarily I got up today – because I had spoken in the Railway Budget – to convey my grateful thanks of the Minister of Railways, Shri Ram Vilas Paswan, the Chairman, Railway Board and the Railway Board, the Ministry of Railway and the other officials of the Railway Ministry, the Chairman of the Planning Commission, Prof. Madhu Dandavate, Shri Srikant Jena, and the Government of India for having sanctioned the new broad gauge line, Angul-Sukinda Road, that is, Dhubri - 90 Kms. costing Rs. 245.58 crore which will connect the coal belt with the six steel plants coming up at Dhubri. Ultimately, this will connect Haridaspur and Paradeep and some of the coal will also be going to the four southern States by a rail-cum-sea route.

I also thank him for the new line from Bishrampur to

Ambikpur in Madhya Pradesh – Rs. 40 crore, 22 kms. South-Eastern Railway. This will be for the socio-economic development of backward tribal belt of Sanguja district and also for the evacuation and the exploitation of mineral wealth.

The hon. Minister has been consistently saying it in Parliament; I wish to congratulate him that he has kept his word and he has also implemented it. Here, I would like to send a discordant note. My senior colleague Shri Dau Dayal Joshi is not here. Although the Supplementary Budgets are not very welcome, in this Supplementary Budget, I think, the Minister of Railways has been extremely mindful of the fact that the Executive has to be accountable to the Legislature. This is one of our ways of scrutinising the Executive's action and he has kept the administration and the constitutional requirements. Otherwise, he should not have come to us for Rs. 50,000. But now that he has come, he wants the approval of Parliament for the number of items which are enumerated in the Supplementary Budget and I congratulate him for that.

The third one is doubling of the Nirgundi-Cuttack-Ragnathpur line. The reasons have been given cogently on pages 28 and 29. I will not repeat them. It amounts of Rs. 105.32 crore. This will also carry coal from Talcher to Paradeep. It would be going to the power plants of the four southern States.

Fourth is the Mancheswar-Hindol Road-Angul line. In the Supplementary Budget, it is written as Hindol. It should be Hindol Raod and not Hindol. It is because there is no Railway line to Hindol. I am going to demand one line for Hindol also. He has made a provision of Rs. 5.9 crore for 2 GHz 8 MB digital ultra high frequency link.

So, I do hope that the hon. Railway Minister would keep his promises made earlier both in the House and also in the meeting with the Members of Parliament from different States. First by, completion of Talcher-Sambalpur broad-gauge line for which Members from Orissa have been speaking right from the time of the First Lok Sabha, from my previous generation when – both my father-in-law, my mother and my father were here. It has been inordinately delayed for the same reason as the hon. Member from West Bengal was saying, that is, due to too little or inadequate allocation.

This year, we require about Rs. 80 crore but only Rs. 56 crore have been allocated. I do not know how the hon. Railway Minister is going to keep his promise that by the end of 1997-98 – I do not know whether it is Calendar Year or the Financial year – it will be completed.

SHRI RAM VILAS PASWAN : I have been told by the officials that this amount is sufficient. I have given a word that this would be completed in the year 1997-98, that is, by 31st March 1998.

SHRI K.P. SINGH DEO : Thank you, Sir.

Sir, along with the completion of this Talcher-Sambalpur line is co-terminus the completion of Angul Diesel Shed for which Rs. 30 crore has been provided. The work is in progress and completion of Angul-Box-n Depot for which only the foundation has been laid. The foundation work is going on and I do not know whether it would be ready by 1997-98 or not.

Then, the container station from Mehramandli is either missing or basic amenities like platform shelters, drinking water, toilets and benches in Joranda Road, Shamacharanpur, Garh Dhenkanal, Dandimal, Sadasiwapur, Hindol Road, Mehramandli, Budhopenka and Anugul stations have been inadequate. It is a growing line.

Then, naming of the Muchi Bahal Station to Muchi Bahal Veer Maharajpur Road; Overbridge at Dhenkanal, Angul-Jarasingha Kumunda; Rail siding near Dhenkanal, FCI Godown where we cannot take in full rakes. Now we have to do with half a rake. As you know, Sir, Orissa always has floods, droughts, cyclone and a lot of relief operation has to take place. This has been a constant companion from 1965 onwards, that is, introduction of Inter-city Express between Bhubaneswar and Sambalpur; and then the Delhi-Bhubaneswar rail link can go via Sambalpur-Angul-Dhenkanal, which will reduce the distance between Delhi and Bhubaneswar by 350 kms. Instead of having a *Bharatdarshan*, we will have a direct route.

Sir, I also thank the hon. Minister for the sanction order for the preliminary engineering survey for Talcher-Bimlagarh Railway link. For twenty-five year we have been demanding it in Parliament and suddenly it was shelved. Thank God, now the orders have been given for re-survey. I think, similarly, same thing should be given to Talcher-Gopalpur via Hindol and Nayagarh, which the Government of Orissa has also been demanding for the same reasons, why Angul-Sukinda-Haridaspur-Paradeep has been linked. Two major steel plants are coming up in Golapur Port and this same pole will be going from Talcher to Gopalpur. It will pass via Hindol and Nayagarh, but no orders have been issued so far. This type of order which was given on the 9th of July for Talcher-Bimlagarh, similar order should be given for this also. Nawapada Road to Bargarh via Padampur where there is a lot of limestone, cement factories will link with main line which is going to Mumbai.

Sir, I would like to congratulate him for having got 18

million Riyals from Saudi Arabia for doubling Titlagarh to Lanjigarh Road connecting Vizag. The Government of Orissa have also agreed for road cum rail bridge over the river Tel, which will shorten the distance between Titlagarh and Kesinga. This will be for the same reason you have done it for Sarguja. Kalahandi district is now synonymous with famine, starvation and migration. This would help a long way. In the Lanjigarh Road to Junagarh, only two per cent of the rail work has been done so far in the last three years. So, that should be expedited.

Then, I also congratulate him for the Press report, which had appeared in *The Hindu*, which says that "the budgetary support to the Railways will be increased in the Ninth Plan."

My contention is that the enemy of the best is not the worst but the good enough. The Railways are asked to carry social responsibility and obligation to backward areas, to tribal areas, to remote areas and to subsidise so many other things to the extent of 15 per cent to 17 per cent. Even the Standing Committee had said that all the Governments – whether it is Socialist, Communist, Marxist or Capitalist – and all the railway systems in the world compensate their Railways for the social obligation and the social responsibility. But, Sir, no compensation has been given.

No separate planning or sub-plan has been given for backward, under-developed and infrastructurally inadequate areas of the country in spite of the fact that even the Standing Committee had said it. Here, Shri Dau Dayal Joshi was also saying about that. Therefore, the Railways and the Planning Commission must meet, define, conceive, formulate and implement the sub plan as it happens for the hill and other areas.

Now, I come to rail safety. All of us are very much concerned about it and the hon. Minister should be doubly concerned about it because in his State, Bihar, trains go without any lights in the night. Therefore, it is the invitation for dacoits, murderers and criminals to board the train and do the needful.

Then, I come to railway assets. We have been talking about commercial exploitation of railway assets to finance the Railway Plan, which have been hanging fire in the Cabinet, whether it was my party in power or other parties in power. I hope that the Government takes a quick decision so that the Railways are allowed to exploit their commercial assets. The strangest thing is that the Railways are not even aware of what assets they had from the time they took over from the British Railways.

On technology and modernisation, Computerisation,

Inventory Control and Satellite Reservation Offices had been opened in many places. I am only requesting the hon. Minister for opening these Offices for Kurda Raod, Angul, Talcher, NALCO areas and Sambalpur.

In this Supplementary Budget, there is a mention of railnet to the Zonal Railways. I do hope that the new East Coast Railways will also get the benefit of this railnet.

Then, the duration of Sambalpur-Delhi-Nizamuddin Hirakhand Express this was the demand of Dr. Bhoi also – which was reduced from four days to three days should be made daily. Between Bhubaneswar and Koraput, already goods traffic has started going and it has been put in the timetable but the passenger traffic has not started going.

The last one is about travel concession to visual artists. I do not know why we should discriminate between artists when we can take the definition from the Ministry of Culture. All artists within the resource constraints can be given the same thing. Why should it be only left to dancers, musicians and not to the other artists as defined by them?

[Translation]

SHRI SURENDRA YADAV (Khalilabad) : Hon. Chairman, Sir, I rise here in support of the supplementary demand for grants on Railways for the expenditure of Central Government. I am extremely pleased that the hon. Rail Minister has made a new record in the development of the Nation by taking up the laying of new rail lines and gauge conversion of the olders ones, doubling of the railway tracks, electrification, Construction of bridges in the backward regions and the whole country as well. One of my friend says, "Jheel mein panni barasta hai hammare desh mein, Khet paani ko tarasta hai hammare desh mein." Work is done on grand scale in the regions of top leaders but it does not happen in the regions of common workers like me. I had made a simple request to the hon. Minister. The Vaishali train passes through my region Khalilabad. Two Members of Parliament belong to this town but stoppage of that train has not been provided there so far. We have been receiving numerous assurances in this regard. Through you, I would like to request the hon. Railway Minister that my demand should be fulfilled.

The present Uttar Pradesh Government is rapidly creating new districts. 85 Members of Parliament belong to the state the hence 85 districts would be created, and if it happens then this train will have to be given a stoppage at our district headquarters. But it would pain me if the stoppage of this train is provided by another leader but

not by our leader Shri Paswan ji . . . (Interruptions). Therefore, I would like that our hon. leader should definitely do this work because I believe that the hon. Minister has to go a long way in his political career.

Magahar and Khalilabad are historical cities. After Gautam Buddha, Mahatma Kabir was the another great person who worked against casteism and religion for creating a good atmosphere in the country by bringing humanity together. Today the expansion work of railway station falling under Magahar which is the nirvana place of Gautam Buddha is not being done. There is no lodging facility for the tourists there. Khalilabad itself is a historical city. Mahatma Gautam Buddha stayed in nearby Kopia which is 11 kilometers away from the city after coming from Kapil Vastu. His relics are found there. The Khudva nallah where he had abandoned his horse and proceeded for penance is located there. I urge upon the hon. Minister through you Sir, that in view of the importance of these cities the railway stations of Maghar and Khalilabad should be expanded. Earlier Sabarmati – Ahmedabad Express train used to pass through these cities but it has since been discontinued. It is heartening to note that hon'ble Minister has made a provision for stoppage of these two trains i.e. Amritsar Express and Barauni Express at Khalilabad station and Delhi-Gonda Abida Express train has also been extended to Gorahpur and a stoppage has been provided at Khalilabad station. In view of historical and industrial importance of Maghar and khalilabad, Vaishali-Cochin Express and Jammu Tawi Express trains should also have a stoppage here. Lastly I would like to mention that on request of hon'ble Member, Shri Brij Bhushan Tiwari who is like our elder brother, a survey for railway line from Khalilabad to Balrampur was conducted. I would urge that this railway line should be laid upto the border of Nepal from Khalilabad via Naugarh. A survey of this route has already been conducted. Nepal is our neighbouring and friendly country. The said railway line will link us with Nepal.

21.00 hrs.

Bangla Desh and Kashmir have also been brought on the railway map and they have been linked through railways with other parts of the country and credit for this goes to the hon. Railway Minister. Similarly north-south and east-west have also been linked with railway lines. The hon. Minister has done a good job. He has indeed done a noble work by sanctioning a grant of Rs. 60 lakh from the Railway Protection Welfare Fund for the members of Railway Protection Force and their families. I would like to thank him for this. There association has still not been accorded recognition. He is worried about their association, their association should be recognised so that they may fight for their grievances.

[Shri Surendra Yadav]

My friend, Mr. Joshi has said that level crossing is the responsibility of Railways. A few days ago six persons were killed at a time a Rasulpur crossing. In another accident Renu Nagar Suresh Gupta both lost their lower limbs. Even one of my friend, Chaudhary Saheb of Githani Bazaar met with same fate. Is the railways not responsible for it? That particular railway crossing has been declared as abandoned. But that crossing should be converted into level crossing. It is the responsibility of the railways to convert this crossing into level crossing. If any accident takes place there, the Railway department will be responsible for it. The persons who were killed in train accidents their family members should be given compensation worth Rs.2 lakh.

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

SHRI MAHENDRA SINGH BHATI (Bikaner) : Mr. Chairman, Sir, a praiseworthy task has been done by making a provision in this budget for C.I. pipes for Jodhpur in Rajasthan in demand No. 16 at serial No. 12 under the supplementary demands for grants for 1997-98. Jodhpur is an important city. I would also request the Government to pay attention towards those stations and headquarters of Rajasthan where adequate light and water facilities are not available.

21.03 hrs.

[SHRI P.C. CHACKO *in the Chair*]

The Railway Minister had made several announcements in 1997-98 budget. A railway line is laid Sarapsar Jn. (Ganganagar district) to proper Ganganagar via Jaitpur, Raisennagar, Gajsinghpur, Karanpur, Kesri Singhpur markets which is known as canal loop. This is a very old railway line and it has been in existence since the time of kings. It was laid at the time of Maharaja Ganga Singh. This 160 kilometers long railway line is a meter gauge line and is known as canal loop. The Railway Minister had given an assurance that a token money of Rs. one lakh will be earmarked for this line in the budget for this year. If this railway line is converted into broad gauge the Railway department is likely to earn 15 per cent profit by it. The gauge conversion of these lines will prove to be profitable. Mere announcements are not enough their implementation is also required and funds should also be allocated for this purpose.

Similarly, there is a train between Delhi and my Constituency Bikaner. It runs on meter gauge line. Our demand for gauge conversion of this line has been for a long time. The Government had made a provision in the

budget for this year for gauge conversion of railway track between Rewari to Sadalpur but the work has yet not started. Metre gauge conversion between Rewari to Sadalpur will not suffice. I submit that work of gauge conversion of entire metre gauge line from Bikaner to Delhi should be taken up this year or a provision should be made for it in the next year budget. A new railway line should be laid from Kalayat, a holy place in Bikaner district to Phalodi in Jodhpur district. This is a very important place from the strategic point of view. The Railway Minister has taken several steps in this regard and had ordered for a survey of this line. To the best of my knowledge, the work of survey has been completed and now work should be completed by giving it financial approval. A new broadgauge line should be laid from Bikaner to Delhi via Suratgarh-Pilibanga-Bhatinda. The work on Rewari-Sadalpur line is going to be completed and this route from Delhi to Bikaner will be closed. If the alternative project is taken up earlier the people of this area will be benefitted, it will prove economical too and the passengers will be able to reach Delhi from Bikaner in lesser time. The people of Bhatinda, Suratgarh, Ganganagar and Hanumangarh districts will also be benefitted by it. I suggest that a link Express train should be introduced for Jodhpur by reducing the financial expenditure anyhow. Six coaches should be provided in the train bound for Mumbai from Jodhpur for passengers of Bikaner so that they may be benefitted. Western Railway has also made this demand. Bikaner, Ganganagar and Jaisalmer are border district and whenever there is a war with Pakistan our army personnel are based there. If a train is introduced via Ganganagar, Anoopgarh, Chensana Rawla 365, Khajuwala, Chhattargarh Pugal, the army personnel will be benefitted by it. The farmers will also be benefitted by this train. This is a command area. So, the agriculturists will be adequately commercially benefitted as per the policy of Railways.

Mr. Chairman, Sir on 23rd January, 1992, Shri Jaffar Sharief Ji, the then Railway Minister, had paid a visit to Bikaner alongwith Chief Minister of Rajasthan, Shri Bhairon Singh Shekhawat to review the position in respect of level crossing in Bikaner and it was agreed in principle that a by-pass will be constructed to avoid level crossings in Bikaner. At that time present Chief Minister, Shri Bhairon Singh Shekhawat had announced that Government of Rajasthan would provide the required land free of cost for by pass. But no progress has so far been made in this regard. I submit that commitment made by any railway Minister should always be honoured irrespective of the fact whether that Railway Minister remains in office or not.

Mr. Chairman, Sir two overbridges were sanctioned

for Bikaner construction work of one bridge has been completed. It was agreed that if state Government bears 50 per cent charges Central Government will complete the work by contributing the remaining funds. This demand was also raised by Shri Pappu Yadav and intervening in the discussion hon'ble Railway Minister made it clear if the State Government could provide 50% of its share, he had no objection.

Sir, I would like to convey to the Government through you that when the State Government is ready to provide the amount you should start the work of overbridge at the earliest.

Mr. Chairman, Sir, the railway workshop at Bikaner is functioning since 1924 and thousands of workers are engaged in it. The labourers there are under employed with the connivance of the officers. I have come to know that entire work is being diverted to Jodhpur. I would request to offer this work to the Bikaner Railway work shop. The only suggestion given here is assigning the work.

Similarly as in case of the overbridge in Bikaner, the state Government has also given its consent for the under bridge. If the state Government is ready to share the 50 percent of expenditure then it would enable to construct two under bridges in Bikaner. While inaugurating the Jaisalmer Express in November 1996, honourable Minister for Railways told that he was considering on the demand of Jodhpur-Dehradun train and he also said that efforts are being made to extend the trains running between Madras and Jaipur to Jodhpur. In the event of starting the train from Jodhpur, I would suggest to extend such facilities to Bikaner also.

Sir, Ajmer is a very important place in Rajasthan. It is also important for the farmer as Ajmer is the headquarter for our Revenue Division. The head quarters of the State Public Service Commission and the office of Railway Recruitment Board is also situated there. Therefore, a train should be introduced between Bikaner and Ajmer so as to benefit the people of Ganganagar, Hanumangarh, Bikaner, Churu, Jaisalmer and Barmer.

[English]

MR. CHAIRMAN : Shri Bhati, Please conclude now.

SHRI MAHENDRA SINGH BHATI : Yes Sir, I am concluding.

[Translation]

Laying of a new railway line from Anupgarh to Jaisalmer via Gharsana, Rawala, Khajuwala, Dantor, Godu Bajjus, Sutaswala, Mohangarh should be approved and this would certainly benefit the people of this area. Train

number 2468 is an intercity Express which runs between Bikaner and Jaisalmer. At present this train takes seven hours to reach Jaipur. An intercity Express also running between Jodhpur and Jaipur at the same time takes 4 hours 20 minutes to cover this distance. This train stops at Madhta city which falls in Jodhpur area and as a result there of the train going to Bikaner and leaving Jodhpur are delayed or we should send a train of sixteen coaches from Bikaner without any expenditure, out of which eight coaches could be shunted to Jodhpur train which would go upto Jaipur and rest of the eight coaches would directly go to Jodhpur. In this manner we would get a new intercity train between Bikaner and Jodhpur. Similarly a direct train on metre gauge was running between Bikaner and Ahmedabad but when the gauge conversion work into broadgauge at Bikaner to Madhta Road and Jodhpur line was taken up this train was stopped. Since the gauge conversion has been completed, the services of this train should be restored and this would not accure any financial burden on your department. It is suggested to give a halt at Ghatatar station new Bikaner so that the people settled in the outer area of Bikaner are benefitted and the halt stoppage would certainly facilitate the passengers there. He had declared in the last financial year's Railway Budget that no unmanned level crossing would be constructed. I would say my parliamentary constituency may differ from the one in Bihar and Uttar Pradesh but my area is a command area where important schemes such as Indira Gandhi Canal Scheme are being implemented. The Government is rehabilitating new farmers there in small villages separately. On the policies you are framing, according to the people settled in the east you have framed the policy that no new level crossings would be constructed. I would suggest to pay particular attention to the western Rajasthan and separate attention to people of the command area.

You may provide an unmanned level crossing or any other railway gate which you find fit. You would certainly make some amendment in it.

[English]

MR. CHAIRMAN : Thank you. Please take your seat now. Shri R. Sambasiva Rao to speak now. . . (Interruptions).

MR. CHAIRMAN : You have taken 12 minutes. This is not the way. I do not like to interfere. But you should also understand.

SHRI MAHENDRA SINGH BHATI : Sir, I will complete in two minutes.

MR. CHAIRMAN : No. You conclude in only one minute.

[Translation]

SHRI MAHENDRA SINGH BHATI : A proposal for introducing a rail bus from Suratgarh to Anupgarh has also been sent by the D.R.M. office of Bikaner. Kindly approve it. Likewise, the people of the Vijayanagar Market of Ganganagar have also told that the parcel facilities which are important for the businessmen have been stopped. Nagpur Legislative Assembly area is in my area. It would be nice if some facilities are provided in the Legislative Assembly area. I would also suggest the Udyan Abha express starting from Ganganagar is usually delayed by five to seven hours. I came by that train yesterday night. Despite of my reservation in IIAC the said coach was not attached to the train. There were no bedrolls, no cleanliness, no light in the train. This Udyan Abha Express which connects Bhatinda and Delhi via Ganganagar. We should certainly pay attention to it.

[English]

MR. CHAIRMAN : In fifteen minutes, you have not spoken a single word about what we are discussing here. Please take your seat now.

[Translation]

SHRI MAHENDRA SINGH BHATI : I conclude with these words.

[English]

MR. CHAIRMAN : Before Shri R. Sambasiva Rao starts, I would like to say that I do not want to interfere with the speeches of the hon. Members. Kindly confine to the Supplementary Demands and do not take more than five minutes. We have 14 more Members to speak.

SHRI R. SAMBASIVA RAO (Guntur) : Mr. Chairman, Sir, first of all, I want to thank the hon. Minister of Railways for inaugurating the Guntur Division. I would also like to bring to the notice of the hon. Minister the projects which are required to be taken up immediately.

The new Railway Division at Guntur has since been inaugurated by the hon. Minister on 5th of July. The demarcation of the boundaries for the new Division from KC canal to Tada should be notified immediately. Also, the allocation of funds to the tune of Rs. 50 crore for the construction of office accommodation, housing for the staff and other ancillary facilities may be made by making necessary provisions in the revised Budget Estimates for the year 1997-87.

I want to thank the hon. Minister for arranging the

survey of the following lines at the time of inauguration and request for allocating funds for these projects.

- (1) Electrification of the line between Guntur and Nadikudi and
- (2) Doubling of railway line between Guntur and Nadikudi.

He had also promised to provide funds for the survey of the above projects. I would like to draw the attention of the hon. Minister of Railways that since the electrification project between Guntur-Nadikudi line and the laying of a double line between Guntur-Nadikudi sector are long overdue, the allocation of funds for these two important projects may also be made in the Revised Budget Estimates.

I may also bring to the notice of the hon. Minister, through this august House, that unless a double line is laid between Guntur and Nadikudi, it is difficult to cope up with the demand of transport of Cement, Cotton, Chillies, Tobacco and other products and also to provide travelling facility for the public. Hence, the doubling of Guntur-Nadikudi section is quite essential. This will also increase the revenue of the Railways. It is the shortest route between Hyderabad and Guntur and the journey period will be reduced.

Further, I would like to request the hon. Minister to make a provision for allocation of funds for the following works :

- (1) Construction of a new railway over-bridge at Guntur on Mangalagiri Road.
- (2) Construction of a new railway over-bridge at Guntur near Kanakaragunta level crossing.
- (3) Widening of the existing railway over-bridge near Guntur Railway Station over Amaravathi Road by six feet on either side.

At the time of inaugural function of the Railway Division at Guntur on 5th of July, 1997, the hon. Chief Minister of Andhra Pradesh had graciously agreed to share 50 per cent of the cost of above three works from the State Government side and accordingly, the hon. Minister of Railways was kind enough to announce that necessary sanctions for the above works would be accorded and requisite funds would be allocated to immediately start the works. Another thing is that apart from all these things, the above works have been accepted by the Railway Minister when he was in Guntur.

We also request that the following trains should be introduced. A day time train should be introduced between

Guntur and Chennai and *vice-versa* or extend the present Nagarjuna Express to Ghennai. The Ratnachal Express from Vizag should be extended up to Guntur.

I would also like to bring to the notice of the hon. Minister that there are about 10,000 people living near Nambur railway station. There is a Guntur Cooperative House Construction Society. They have constructed houses where about 10,000 people are staying. They want that a level-crossing be arranged near Nambur railway station, at 7/11 kilometre stone is the South of Nambur railway station. The Railway Department has also agreed to provide the level-crossing technically in its note dated 27.9.95 but with a rider that the cost should be borne by the Society, including the recurring expenditure. The proposed level-crossing is quite essential for negotiating the residents of the colony with N.H. 5. Apart from it, it is quite useful to the surrounding villages, namely, Venigandla, Jonnalagadda, Pedakakani etc. There are about three or four villages and they have a population of more than 10,000 people. The Society is also willing to bear the entire cost of the level-crossing, except the recurring expenditure. I would request the hon. Minister to kindly instruct the South Central Railway to provide a level-crossing at the place mentioned without insisting on the payment of recurring expenditure by the Society as it is proposed in the interest of public.

I would like to request the hon. Minister of Railways to allocated adequate funds for all these works in the Revised Budget for 1997-98 and also for the extension of the trains. I support the Supplementary Demands for Grants.

SHRI A.G.S. RAM BABU (Madurai) : Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants (Railways) for the year 1997-98. I would like to put forward certain demands regarding gauge conversion, introduction of new trains, etc., which are the long felt needs of the people of Tamil Nadu.

The hon. Minister of Railways has announced gauge conversion between Madurai and Rameswaram and has allocated Rs. 10 lakh for this purpose during this year. The total cost of the project is Rs. 240 crore. So, I would request that more funds should be allocated for this project I also thank the hon. Minister for taking up this project because both Madurai and Rameswaram are holy places and they have to be connected directly so that the people from North India can directly go to Rameswaram *via* Madurai.

Then, Madurai-Dindigul railway line had already been converted into broad gauge. In addition to that, Dindigul-Tiruchy-Vizhupuram conversion is expected to be completed by March, 1998. was a news item

regarding this in the Press. So, I would request the hon. Minister that more funds should be allocated for this project so that this line is completed by March, 1998. If this conversion is completed, all the trains running in the other route can be diverted through this route which would save a lot of distance.

Sir, the conversion into broad gauge of the railway line between Madurai-Bodinaickanur-Ernamulam is a long pending demand of the people of southern parts of Tamil Nadu. So, I would request the hon. Minister to immediately sanction some funds for the conversion of this line so that a lot of people can travel in this route and a lot of goods can also be moved in this direction.

Sir, Madurai has been connected with the Capital of India, Delhi, by a Link Express on the 50th year of our Independence. I would like to thank the hon. Minister of Railways for this kind gesture of introducing a Link Express between Madurai and Jammu Tawi recently. I would like to request the hon. Minister to introduce a direct express train from Madurai to Jammu Tawi which should be a daily express from Madurai so that it can cater to the needs of the people belonging to the southern parts of Tamil Nadu. I also thank the hon. Minister of Railways for introducing a train between Madurai and Bangalore recently. But it is now routed through Bangarapet which will take a lot of time to reach Bangalore. So, I would request the hon. Minister that the same train should be routed through Salem-Hosur line so that a lot of time of the passengers can be saved.

I would also request that Madurai should be connected directly with Calcutta and Varanasi so that people from the southern parts of Tamil Nadu can directly go to Calcutta, Varanasi and other places of North India. In addition to that, the train between Nagercoil and Mumbai is running for only four days a week now. Since there is a lot of demand for this train, this train should be made a daily train so that it can meet the demands of the people of Tamil Nadu and also of the people of Mumbai.

Then, I would request the hon. Minister to introduce two Shatabdi Express trains between Madurai and Bangalore and another between Madurai and Chennai so that it can meet the demands of the people of my constituency. Then, there is a need for a train from Quilon to Nagarcoil *via* Madurai, Nagoor and Velankanni. Since Madurai, Nagoor and Velankanni are all holy places, a lot of people visit these places throughout the year. There is a pressing need for this train since there was a train earlier in this route. I would request the hon. Minister to take steps to introduce this train immediately.

Sir, we give a lot of encouragement to yoga these days. So, I would request that yoga practitioners

[Shri A.G.S. Ram Babu]

should be allowed to travel in trains at concessional rates so that they can do more good work in the field of yoga.

There was a news item in the Press recently that a Container Terminus Station is going to be opened in Madurai shortly. There is no port facility in Madurai and so, for the development of Madurai district, I would request the hon. Minister to allocate funds for construction of a Container Terminus Station at Madurai.

Then, there is a pressing need for constructing railway overbridges at four places in Madurai. They have to be constructed near Madura Coats, Periyar Bus Stand, Thathaneri and Koodal Nagar Railway Station. I would request the hon. Minister of Railways to take steps to construct overbridges across the railway line at these four places so that it would help the people of my constituency and also the people belonging to southern parts of Tamil Nadu.

I would request the hon. Minister of Railways that these points should be considered.

SHRI P. KODANDA RAMAIAH (Chitradurga) : Mr. Chairman, I thank you for giving me this opportunity to speak on the Demands for Supplementary Grants for the Railways.

I have gone through the Demands for Grants and I find that 39 works have been included and the Railway Minister proposes to meet whatever he would like to spend during the current year from out of reappropriation of the unspent amount on other accounts. It is a good sign to see that not much is being sought from us for sanction.

Of these 39 works, eight new works are proposed in the Supplementary Demands, but I regret to say that the work for which I have been pressurising the hon. Minister for the last two years has not been included once again.

There have been statements by certain hon. Members that Karnataka and Bihar are favoured by the Railway Minister in the sanction of lines, but I do not know how far that statement is true in the sense that the work I have been insisting for us has not been included though I am from Karnataka. I do not know the reason, but I recall my lavish praise on the Minister of Railways in the last Budget when I compared him to Mona Lisa which portrait has got that view of smiling at anybody who looks at the portrait and I was sure that Shri Ram Vilas Paswan would be able to smile at any M.P. who makes a request to him, but

in my case it did not happen. I find that there is something preventing him from sanctioning this railway line for the last two years and I would once again urge upon him to sanction this line about which I would like to speak for some time.

I represent Chitradurga constituency in Karnataka and we have got the largest concentration of Scheduled Castes and minorities in that constituency. I particularly chose that constituency and I am glad that the people have elected me to represent that constituency. This constituency is on the National Highway connecting Bangalore and Hubli and on to Mumbai National Highway No. 4.

There is a railway line again along the road from Bangalore to Tumkur and from Tumkur it deviates and goes through a circuit route and joins a place called Dawangere again on the National Highway. This circuitous route makes a distance at least 100 km more than what it would have been had the line been laid along the National Highway. I have brought this to the notice of the hon. Minister that if a new work is taken up connecting Tumkur by Dawangere by direct line, the distance between Mumbai and Bangalore will be reduced by 100 km. This survey has been done some two or three years back, survey for laying a new line between Tumkur with Dawangere and the former Railway Minister Shri Jaffer Sheriff had announced that he was sanctioning the line and survey had been done, but to my misfortune, this line has not been taken up despite the fact that I have been representing about this line for the last two years. I remember to have written at least about six to eight letters to the hon. Railway Minister about this line which is a very important line indeed. Firstly, it reduces the distance. Secondly, it develops the hinterland of the backward area. Thirdly, it will act as a catalyst for further economic developments of this area which has got the largest number of backward people of the State.

I would once again urge upon the Railway Minister through you that the Project should be included at least now. I am happy that he has sanctioned many new projects for which surveys have been done in Karnataka. We appreciate that, but then I would request him to give priority to this which is an old work and which has been surveyed and which has not been taken up despite my pleadings to him.

There is another project again of Chitradurga and that is Railway Wagon Workshop. It is a repair workshop which was again promised by his predecessor and for which 30 acres of land has also been acquired and this project once again will improve the economic conditions of the backward people and the Scheduled Caste people of this area. We have no irrigation facility in that area and

we live sub-marginal life. The hon. Railway Minister will be doing a great favour to the constituency if he takes up this Project which was again cleared by the Railway Ministry some time back. It is cleared in the sense that it has been surveyed and has been accepted as a vital Project and yet it has not been taken up. Near Chitradurga town, a Railway Wagon Repair Workshop has to be started and it was agreed to. I am sure that Shri H. Hanumanthappa, my colleague in Rajya Sabha, has also represented about this matter to the hon. Railway Minister and I, therefore, request the hon. Railway Minister to take up these Projects and help the area which is very very backward.

I do not like to speak about other aspects because this particular thing is a sort of a life and death problem, for the people of Chitradurga. I earnestly request the hon. Railway Minister, through you, Sir, to include these two projects in the current year, at least. Since he is so nice and good to accept my suggestion, I am making this demand. I request him to make a token budget provision and take up the work because it has already been pending for a long time.

Finally, I thank you very much for giving me this opportunity to speak.

MR. CHAIRMAN : Now, Shri Satya Pal Jain to speak.

(Interruptions)

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Chairman, Sir, my name is before his name in the list.

[English]

MR. CHAIRMAN : No, it is Shri Satya Pal Jain's number first. Please do not argue like this. Please take your seats.

(Interruptions)

MR. CHAIRMAN : Shri Katheria, what difference does it make ? There is a prepared list and it is before me. You please adjust yourself.

[Translation]

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Chairman, Sir, I shall be very brief. I am grateful to the Hon'ble Minister of Railway for making provisions in the Supplementary Demands for the Chandigarh Railway Station. Moreover, I would like to bring two three points to his kind notice. I convey my thanks to him for making arrangements at Chandigarh and assurance about bringing improvements in this regard. secondly, I had requested him to make

arrangements for halting trains at the Basua Railway station, which he has kindly accepted. I once again thank him for that. There has been a demand for the electrification of Ambala Chandigarh railway section. The railway line between Delhi and Ludhiana has been electrified and distance between Ambala and Chandigarh is fifty kilometres, I submit that the demand in regard to electrification of this line may kindly be accepted, too.

A new circular has been circulated and as per this circular, goods are booked at the Railway stations for the destinations to which trains are available at that railway station and not for other destinations. We are facing lot of difficulties at Chandigarh because there are two or three trains from Chandigarh which connect major cities and there are no trains for other station. I request this circular be withdrawn and goods be booked for all destinations at Chandigarh so that people are not compelled to go elsewhere for the booking of goods.

The hon. Minister has provided funds for expansion and development of Chandigarh railway station. I submit that this may be expedited so that new platforms could be constructed at the railway station by the end of the year and terminal facilities could be made available there.

The hon. Minister has mentioned about Ludhiana railway line. I think he has taken a good step by according approval to this. The shortest possible route for this railway line from Chandigarh is via Mokali-Khair-Morida. This reduces the distance by 10-15 kilometres. If he wants to construct this rail line via Rajpura than it will take more time and the distance will be more as compared to other route. Therefore, the proposal pending since 1971 for constructing this railway line from Chandigarh via Mohali-Khair-Morida be taken up and construction work on this railway line must be started early so that passengers from Ludhiana, Amritsar, Jalandhar and Chandigarh can travel within less time and conveniently.

SHRI RAM VILAS PASWAN : You want Chandigarh-Mohali-Morida railway line.

SHRI SATYA PAL JAIN : Thereafter, there is single line, there is no dispute about it, Sooner the work started on it, better it would be.

The hon. Minister has written about Anandpur Sahib. I had raised this demand last time also. Three hundred years of establishment of Khalsa Panth is going to be completed. Guru Govind Singh ji was born in Patna and he established Khalsa Panth at Anandpur Sahib Therefore, I request that a special train between Patna and Anandpur Sahib be introduced and the message of this great man

[Shri Satya Pal Jain]

be spread along both these station. The Minister had given assurance that he would look into this demand. My submission is that it would be a welcome step if he could expediate a decision in this regard.

SHRI RAM VILAS PASWAN : We have already given this assurance. We are developing Patna Sahib because still there is no such arrangement at that station. We are developing it and as soon as development work is completed we would introduce the said train which would ease the overload on Magadh Express also. If the said train starts, one hour after or before of the said train, as has been said about the Vaishali Express, it would ease the load of Magadh Express and it would render great service to the people.

SHRI SATYA PAL JAIN : My second point is that already there are so many trains for Amritsar. But the trains which runs through this region *via* Anandpur Sahib to Chandigarh are very few and both these places have their own importance. I do not belittle the importance of Amritsar. It would be another important thing if we connect Anandpur Sahib where actually the Khalsa Panth was established 300 hundred years ago. Therefore, my submission is that the Minister should look into it.

We have been demanding since long to connect Chandigarh with major cities. There are 1.5 lakh labourers from States like Bihar, Tamil Nadu and Kerala and they desire that there should be direct trains to major cities of these states for Chandigarh so that they could go to major cities to work. The Himalayan Queen from Delhi reaches Chandigarh in the evening. I would like to request the Minister to kindly either increase the speed of this train or reduced the distance to be covered by this train. At present this train is taking about five hours to cover the distance between Delhi and Chandigarh. I request him to kindly either start superfast train for passengers travelling by second class or reduce the time taken in covering this distance so that it could cover the distance between Delhi and Chandigarh in three or three and a half hour.

Ram Vilas ji, I would like to request you that Sarhind is a place of pilgrimage for Muslims, Hindus and Sikhs. Roza Sharif of Muslims, Jain Temple and Gurdwara are located near Sarhind. There is such a rush of trains there that several times the railway gate at the railway crossing remain closed for hours. A proposal for the construction of overbridge there has been pending since long. Construction of overbridge would be helpful for the convenience of the people of a great extend. I

request you to consider the construction of overbridge there.

SHRI RAM VILAS PASWAN : We would consider it but let the state Government also consider it.

SHRI SATYA PAL JAIN : We will request the state Government to consider it, but you please make an announcement in this regard. I would personally take up this matter with the Chief Minister.

SHRI RAM VILAS PASWAN : Do roads exist both of its sides ?

SHRI SATYA PAL JAIN : Yes, roads are there on both the sides.

SHRI RAM VILAS PASWAN : Let the proposal come from the State Government and should provide its share then will also give our share. I assure you that it will be executed.

SHRI SATYA PAL JAIN : Thank you very much, Sir. Please get it done. There should be a railway halt as there is not halt for any major train. The trains can stop for all the pilgrims, be they muslims, Hindus, and Sikhs and can express their views.

You have made loud announcements for the senior citizens. My submission to you regarding them is that more facilities and concessions may kindly be provided to them as it has been their long-standing demands. I hope you will pay attention to their pilght.

I will be concluding my speech after saying that nobody is to blame for the burglary and accidents in the railways. I do not say that you are to blame. But since these incidents are on increase, resentment among the people is going on. I am not casting any aspiration at Bihar or U.P. but I would like to assert that fear and apprehensions crop up in the minds of people travelling by trains passing through Bihar. I request you to take all possible measures to ensure safe journey of passengers. If you provide safety to passengers I feel the problem will be resolved.

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, I express my thanks to you for giving me an opportunity.

First of all, I would like to express my thanks to hon. Minister for Railways. I wish him a long life. No doubt, he has taken care of the entire country impartially and is not affected by regionalism. He, therefore, deserves thanks. It is indeed, the first duty of the hon. Minister to think that he is Minister for the whole country and not for a particular region.

Secondly, he has executed the work for which people had been aspiring for long. He has executed a laudable job by setting up a zone at Hazipur that is a major achievement for Bihar.

I would like to make some submission regarding my area. The hon. Minister has sanctioned the proposal in respect to a very old line i.e. Patna Gaya line. He has issued orders to double this line for seven kilometres. I would like to request him to provide funds for it from the Supplementary Budget for 1997-98 so that work from Warsha to Taregana may be undertaken. Required funds should be provided for this purpose.

Secondly, I have been repeatedly requesting for undertaking work on Fatwa to Islampur narrow gauge line. This line was constructed by the Martin company which was nationalised by the Government but this line was closed instead of making it operational.

This track was for the use of common people and it was used for the movement of material produced by farmers. Farmers have to incur a four or five times excess expenditure on the transportation of goods by road after its closure. If Fatwa-Islampur line is linked direct with Bodhgaya. It will serve a great purpose and this backward area will move towards development. I had made submission in this regard hon. Ministers in the previous Governments and request you to approve it. I hope hon. Prime Minister will reply to these two questions while replying to the debate, with these words. I conclude.

[English]

SHRI P. UPENDRA (Vijayawada) : Thank you very much, Mr. Chairman, Sir, I do not want to raise new demands because the hon. Minister of Railways is a much harassed man. I know, the way he is being harassed. He is losing his shine and he is losing his smile gradually. So, I do not want to raise fresh demands. But I want to thank him for certain things he has done and I also want to remind him about certain promises which he had made and which he had not fulfilled so far.

First of all, I refer to the Item No. 27 of the Supplementary Demands for Grants, Railways in which he has conceded the remodelling of the Vijayawada yard to facilitate removal of the railway line from the heart of the city. This has a 20-year old history. Several Prime Ministers and several Railway Ministers were approached but they could not do it. Through this was technically and formally approved two years ago by the then Prime Minister, the credit for allotting the money goes to Shri Paswan. I thank him for that.

But the point is that he has allocated only Rs. 10 lakh

in the Supplementary demands. The Municipal Corporation is already prepared to give another Rs. 50 lakh. So, they should speed up the work and complete it within one year. The total cost of the project is Rs. 4.4 crore but he has allocated only Rs. 10 lakhs so, it should be increased.

The second point which I would like to mention is that in the regular Budget, Rs. 1.7 crore was allocated for providing escalators at the Vijayawada Station. The steps are so steep, they are like Tirupati hill. People are facing a lot of difficulties in getting up and down but the work is not being started in spite of the allocation in the regular Budget, they say that the estimates are still being prepared. I do not know why do they say like this. When the money is there, I do not know why should it take so much time.

Sir, I would also remind him that they are providing escalators only upwards and not downwards. The people who go up should also come down. Therefore, I think, both ways he has to do that.

Vijayawada-Visakhapatnam electrification has already been completed but the electric trains are not being started because they want to bring the Prime Minister or the Railway Minister for formal inauguration, which is being delayed. Therefore, they should immediately arrange the function and start the electric trains on that important section.

Sir, in the month of September, the Railways had introduced M-EMU trains on the Vijayawada-Guntur-Tenali Section. Sir, they have only replaced the old trains and put the electric trains. The net benefit for the passenger is that the toilets have been removed. They cannot sit. They have to stand and go. In fact, we wanted circular trains and local trains to go round with more frequency but that has not been done. Therefore the net advantage is not there. One more rake will ensure more frequency and better services. I would request the hon. Minister to sanction this.

Similarly, D-EMU trains from Vijayawada to several stations are not running punctually. Regular trains have been replaced. Actually, public is not getting the benefit. Punctuality of these trains has to be kept up.

The hon. Minister has promised the delegation of MPs from Andhra Pradesh that their demands for superfast trains from Visakhapatnam to Mumbai and Visakhapatnam to Bangalore will be considered. In fact, there were three demands. He has conceded only one demand and that is, superfast train to Delhi. But the other two demands are pending.

Now, the Nandiyal-Guntakal line has been completed.

[Shri P. Upendra]

Therefore in the shorter route he can run the trains. He should immediately concede that also. Similarly, there is a demand for a fast passenger overnight train between Vijayawada and Hyderabad which the Minister has agreed to consider and he should do that. Vijayawada station is in a bad shape. It is a very important junction station and also a million people are there in the city. The platform shelters are leaking. The Railway authorities themselves have agreed that some remodelling has to be done. He should attend to that. There is a demand for more catering stalls at the stations because a number of platforms are there. Now they say that there is a ban from the Railway Board; they cannot give new stalls for Fruit Juice food and all that.

SHRI RAM VILAS PASWAN : Who said that ? I have only told that no authority will have the power to sanction the stall; they will have to first advertise it, so that we can give it to the people of SC, ST and other categories.

[Translation]

It is not that we have imposed any ban in this regard. But we have asked for issuing advertisement so that nobody gets any opportunity to adopt any unfair means.

[English]

SHRI P. UPENDRA : But the divisional management says that Railway Board's ban is there. They have justified new stalls and sent it to the railway zone but that they are not giving permission to open the stall.

One more serious thing which I wrote to the Minister also is that suddenly the assistance to vendors – there are vendors and there are assistance to these vendors; each vendor has five assistants—have been removed. They have said that not more than two assistants will be allowed. They have to go and serve in the trains. Two hundred and forty people have been removed from their services at a stretch. I represented to the Minister also. Even now the problem has not been solved; still they are jobless. He should kindly consider their request.

There is an industrial township called Kondapalli. It is a very famous station. No train stops there. Ten months ago I went with the divisional officers. They made a public announcement that at least one express train would be stopped up and down. But, so far nothing has been done in these ten months. I am putting all these on record. I could have written to the Minister and met him also. But I want it to be recorded, so that people would know

that we do raise these issues here. I will send a copy of this to the Press. He should at least now concede that !

There is a railway electrification offices at Vijayawada and because the Vijayawada-Visakhapatnam electrification work has been completed now, they wanted to shift it to Visakhapatnam. The Minister has again sanctioned a new survey for electrification between Guntur and Bibinagar. Therefore, that office should be retained. He should keep that office there. There is Bitragunta station which is a big station. There was a big loco shed there. After the steam traction has been removed, that shed is lying vacant. But a lot of infrastructure is still there. He can start a small workshop there so that certain things can be done there to use the infrastructure.

My last point is he has ventured on the formation of new zones. Now he has to face the music also. He has had discussions with the Chief Minister and the convener of the United Front about the Waltai Division being added to the South Central Railway and Guntakal Division not being disturbed from the South Central Railway. I do not know how he will solve it. It is a very emotional issue and he should carefully consider these two demands also, so that the South Central Railway will be strong.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Chairman, Sir, thank you very much for giving me this opportunity did not want to go into that matter. I wanted to say something else. But the chair is above all. I would submit my stand on the Supplementary Demands for grants for the year 1997-98 in this Budget. I personally respect the hon. Minister for Railways. Even after being a member of the opposition yet, I would like to assert that you have present a good image in the Ministry of Railways as well as in the country, as you have heard the voice of the poor and have done justice to them who had remained unheard for long. The day he assumed his office in the Ministry of Railways, he has brought about all round development in the country. But unfortunately there are some like me who have to oppose, despite my utmost regards for you. During 1989 the regime of the Janata Dal when Shri Vishwanath Pratap Singh was Prime Minister and and Shri Ajay Singh was Minister for railways, a survey was made in respect to a rail line to connect Agra to Fatehabad via Jaitpur-Bah-Udimo-Etawah.

I have been frequently approaching to the Ministry of Railways since 1989 in connection with that rail line. Shri Jaffar Sharief was the incumbent of the office that

line. I have been visiting frequently the Ministry of railway since you have assumed the charge.

I am constrained to state that you are discriminating. I could not make out why it is so. You do have a dynamic personality, but you are relagating yourself to nepotism. I express my thanks to the hon. Minister for providing rail line at Mainpuri. But the irony is that this case has been going on since 1989, and I have drawn the attention previously also. I got an opportunity to speak here at a quarter to six last time and I waited till 7 p.m. you had also assured me to pay attention to my demand. We expected that it would be included in the Supplementary Demands for grants. But I am constrained to state that it was not included at all. One week ago I went to the Ministry of Railways and was on hunger strike for four hours and twenty minutes. My friend Shri Kalp Nath Rai ji persuaded me to call of dharna staged by me. The concerned officers are present here. There can not be any more humiliation than this. I do not want to talk about humiliation caused to me in the House. I was assured twice that I will get chance to speak on supplementary demands but I am very sorry to say that my name is not included in the list of speakers on the supplementary demands. We have been harrassed for ages what you will do more than this. My friends and member of the Parliament are not special people. Please take care of the leaders. We have also been elected by the people, we are also representatives of the people. Please don't construct the rail line if I want to construct it for myself by any means but atleast think about the people. That region is extremely backward. There was rail line in the entire area between the rivers Chambal and Yamuna during the British rule. The Survey was conducted for the said rail line. The government have conducted survey twice in this regard and lakhs of rupees have spent thereon without any outcome. We are considered to be small leaders, it is not so. We want to do it for the people. We are public servants. Therefore. I would like to request that I have been an M.P. for a long time, but you know my problems. It is very disappointing that after giving assurance twice my name has not been included in the list.

SHRI RAM VILAS PASWAN : You have spoken for ten minutes but you have not mentioned its name so far. . . (Interruptions) you have been talking about rail line, for the last ten minutes but you have not mentioned the name of the rail line you are talking about. . . (Interruptions)

SHRI PRABHU DAYAL KATHERIA : My name has

been included in the list of participate in the debate. There is a rail line between Uttar Pradesh and Madhya Pradesh from Agra to Fatihabad via Gorakhpur and Udomor via Etawah and the hon Minister is aware about it for last several years. I will not make a speech as I am facing some problems. But I would like to draw his attention towards two or three points.

I have raised the demand of an overbridge at Sikohabad many times in the Lok Sabha. Hon. Minister must have remember that we have witnessed a devastating accident at Sikohabad-Ferozabad. We have ourselves carried dead bodies. I have myself seen that accident. We have witnessed such devastating accident at Ferozabad that have ever occured in the history of railways in the country. The Ministry has not stated so far that they are going to construct an overbridge at Ferozabad. We have been demanding railway overbridge since long. My second point is. . . (Interruptions) Delhi-Bombay highway passes through Agra and on this highway traffic jam remains for hours together. Several accidents have occurred on this road. We have been demanding railway bridge on this highway. Ferozabad is known as a historical place all over the world. Ferozabad is famous for manufacturing and trade of bangles and glass not only in the country but all over the world. The traders from all over the country visit this city. But the condition of the Railway Station here is becoming bad to worse. You have assured us three times that funds would be provided for beautification of the Railway station at Ferozabad but funds were not provided for this purpose. In addition to this an assurance was given regarding computerisation of Ferozabad railway station, but same has not been done so far. Traders not only from eastern region but from all over the country visit Ferozabad. There is no train to Ferozabad from Orissa. We demand to provide haltage of Neelanchal Express at Firozabad. Agra is a central and tourist place and every tourist from all over the world visit here every year. There should be haltage at Agra for every train passing through Agra. Maximum number of trains should be halted at Tundla Station also. The gauge conversion of Bandikui rail line be taken up as early as possible. Shri Joshi ji also said about this. The Government have awarded this job to a private organisation. We demand that the job awarded to private organisation be taken back and it should be done by the department itself. It is imparative to have D.R.M. office at Agra so this office should be set up at Agra as early as possible.

Sir, at the end I request you that even the God would have considered my request after listening all this. I have putforth my points before you. With these words

[Shri Prabhu Dayal Katheria]

I conclude. The Hon. Minister should keep this in mind that a Member of Parliament is coming to him in this connection since 1991. Thank you very much for giving me an opportunity to speak. . . (Interruptions)

Please give some assurance.

SHRI RAM VILAS PASWAN : You are asking to conduct survey.

SHRI PRABHU DAYAL KATHERIA : Hon;ble Minister Sir, please do not try to give any excuse. Survey has been conducted twice in this regard. You have replied to all the hon'ble Members, please give some assurance to us also. Atleast we have this much right on you. . (Interruptions)

[English]

MR. CHAIRMAN : The explanation may please be given after this, but not now.

[Translation]

SHRI PRABHU DAYAL KATHERIA : Shri Paswanji, please tell something.

MR. CHAIRMAN : Whatever you have stated is on record.

(Interruptions)

[English]

MR. CHAIRMAN : Shri Prabhu Dayal Katheria, you have presented your case well. Please take you seat now.

[Translation]

SHRI RAM VILAS PASWAN : Shri Katheria, you know that hardly one or two projects of any region can be undertaken with the supplementary budget. There is a so long stretch alongwith Nepal border from Gorakhpur to Sitapur via Gonda and Bahraich and I was not pressurised by anyone to accord approval for this line. But I know it is very important because it passes alongwith Nepal border. Therefore, I accorded approval for that. When you came to me, I told you that survey had already conducted and I forwarded it to the Planning Commission immediately. I assured you that I will do it as has been done with proposal of Ms. Uma Bharati. I have referred it to the Planning Commission, let it come back. I can not assure you more than this. I assure you that I will consider it sympathetically and when I say I will consider, I will not disappoint you.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I thank you very much for giving me this opportunity to speak. I am very happy that the hon. Minister is taking keen interest to expedite things and also to see that the Railways perform more effectively.

Sir, I refer to serial no. 34 of the Demands for Supplementary Grants which speaks about the rail net. It is a very good step. The hon. Minister has taken a very important step by connecting all the railway zones with rail net, that is connecting the zones with INTERNET, E-Mail and other modern facilities in order to make their functioning very effective. I hope with this development the accidents could be minimised or nullified. This is a step in the right direction. I hope that we will succeed in this endeavour.

22.00 hrs.

I would also say that this railway net should be connected to the divisions and to the stations in due course and at the earliest.

With regard to Demand No. 35, Serial No. 35, which is for Konkan Railway, the hon. Minister has submitted that more funds are necessary to complete the line. This is a prestigious project which is going to be completed soon and I congratulate the hon. Minister for taking keen interest in this with all the difficulties which he has to face in-between. When this is completed, I think that many States will be benefited by this new railway link. The way in which the Konkan Railway Corporation was formed and the way in which the funds were raised for such a Corporation, I would say that it is laudable and can be imitated for other new railway lines which have been proposed and which are going to be taken up soon. For example, the new line which has been sanctioned in the last Budget, that is, from Sabarimala to Angamali. I think that funds can be raised by forming a Corporation, if possible, in the name of Sabarimala Railway Corporation. Sabarimala is a place of national fame. Sabarimala Railway Corporation, if formed, will be very helpful and that would reduce the load on the Railways, though the Railways will have its own share. I am sure that not only the State of Kerala, but also all the other States will join this to give more funds for such a Corporation because Sabarimala is a place visited by pilgrims from all the States in India in large numbers.

So, formation of a Corporation in the nature of Sabarimala Railway Corporation will be helpful to the Railways to expedite the work from Kottayam, which has been sanctioned in the last Budget and also in the

Supplementary Budget.

We are very glad that you have sanctioned this Sabarimala line in the last Budget not only because it passes through my constituency, through the constituency of our Chairman who is occupying the Chair now, Shri Chacko and through the constituencies of many other hon. colleagues, but also because it takes a long way all through Kerala, through the backward areas and agricultural areas where there is no rail link at all so far. That is a very good step which has been taken now it has been approved by the Railways, taken up in the Budget and the work is started. Earlier, it was sent to the Planning Commission; it was returned; it had gone to the Expanded Board where it was taken up. I do not know what exactly has been the result. But the hon. Minister has made a commitment that all the railway lines which have been taken up in the last Budget and which have been assured would be taken up, whatever be the consequences. As the Railway Minister has said, I am sure the Cabinet Committee on Economic Affairs will meet soon so that the railway line between Sabarimala and Angamali will be taken up at the earliest. This would be fulfilling a great aspiration of the people not only of Kerala, but also of entire India; people would be satisfied with this. I do not go further into this.

SHRI RAM VILAS PASWAN : For your information, this would be done very shortly. For the new railway lines there is no lack of funds. This time, for the new railway lines, we have allotted Rs. 400 crore; and I apprehend whether we can expend that amount of Rs. 400 crore or not. As soon as we get the clearance from the CCEA, I assure that the funds would be available as much as is required.

SHRI P.C. THOMAS : The suggestion which you have made very rightly, is a novel one, that is, 'a doctor in a train'. That is a good suggestion which you have made. That would be very useful and that has to be implemented. It is a must.

I would also suggest that some more powers should be given to the police personnel in the trains, if at all there are any because there are a lot of problems which are arising in many part of India inside the trains. As we all know, the employees in the Railway Protection Force do not have powers actually to arrest a person who has done some offence; they have only some powers to deal with the properties. I am happy that you have found time and you have found funds for this; and thus you have demanded Rs. 60 lakh for a Welfare Fund for the RPF Employees. As has already been dealt with today during the Zero Hour, I am sure that you will take up

that matter and see that the aspirations of all sections of our people are fulfilled which are long pending. I think, that will be taken up soon.

I would also like to congratulate the hon. Minister for one thing. We have heard through newspapers and other forum that you have inspected some railways stations, especially the New Delhi railway station. I am very glad about it. After immediate inspection of one railway station, I think, you might have gone to more railway stations. That itself has shown you that there are some problems within the railway stations. There is touting which is going on even now. I think immediate action should be taken not only for putting an end to touting and helping the passengers and travellers who are waiting to book their tickets but also be cleansing up the whole area.

[Translation]

SHRI CHHATRAPAL SINGH (Bulandshahar) : Mr. Chairman, Sir, in terms of rail services Bulandshahar can be compared to economic condition of Bihar. As the economic condition of Bihar is very poor, similarly, the condition of Bulandshahar is equally poor in terms of rail services. Despite being in NCR, Bulandshahar enjoys the topmost position in respect of recruitment of Jawans in the army, milk, export and wheat production and inspite of that it is utterly backward in terms of rail service. Bulandshahar is only 70 kms from here but it neither has train link with Delhi nor with the state capital Lucknow. To visit anywhere, you have to travel a distance of at least 40 kms to catch an Express train. This is the condition of Bulandshahar. The Daily passengers have to waste two hours either at Hapur or at Khurja for changing the train. I have raised this issue repeatedly through various channels including Northern Railway Committee, zero hour and Inder Rule 377 and many a time I have written to the Government about this matter, but I failed in turning the wheel of railways in my case.

I would like to put forward certain suggestions. At least the Hon. Minister can add one bogie from Khurja Junction to Farakka Express which runs to Banaras and Farakka via Lucknow. This would provide a direct rail link from Bulandshahar with Banaras, Lucknow and Poorvanchal. I had sent a written request in this regard. But the reply received to this effect stated that this train is already carrying excess load. If the load increases by adding one bogie, then the part remains that the railways official do not want to work. Jaffer Sharief Sabeb has set the things right in South. Shri Ram Vilas Paswan has been improving the condition in Bihar. But on the other side he has failed in providing a direct railway link for the

[Shri Chhatrapal Singh]

capital with a place located in the NCR barely at a distance of 70 kms from here. The Government intends to ease traffic congestion in Delhi. But the measures suggested to bring down the number vehicles are not implemented. If the passengers for 100 kms start travelling by train, then the number of vehicles in Delhi would certainly come down. My submission is that if one bogie is added to the Farakka Express then it would serve as a direct rail link from Bulandshahar to Banaras and Lucknow. I strongly demand that a passenger train should be started from Khurja junction. It should reach New Delhi or Old Delhi from Bulandshahar, Hapur and the same train should be sent on return journey in the evening on the same route. If this train starts at 6.30 in the morning from Khurja junction, then it would reach Delhi by 9.30 a.m. and in the evening, if it starts at 5.30 p.m. from Delhi, it would reach Khurja junction by 9.00 p.m. Earlier, a train used to operate on this route, but afterwards the railway officials got this train service cancelled. They maintain that they were not getting any revenue from this route. But the fact remains that the railway official fail in making proper arrangement for ticket distribution and consequently the passengers travel in that ticket this train service was cancelled about five six years back. A number of changes have occurred during this period. Traffic has increased many times. Infact, if this train service is resumed, it would not be loss making proposition.

Mr. Chairman Sir, my suggestion is that Bulandshahar should be linked with the main line. Chola station is located at a short distance from here and in the last Budget, provision for survey was made for that. My request is that this work should be completed. This would obviate the problem pertaining to my area. There is only one platform at the Bulandshahar railway station. There is abundant wheat production at this place and three sugar mills are located here, but, neither wheat nor sugar can be located for F.C.I. After falling on the ground, these items get spoilt and the traders have to suffer loss and sometimes demurrage has to be paid. My request is that arrangements should be made for the construction of one more platform.

Mr. Chairman, Sir, there is no direct train service between Aligarh and Haridwar. Even the Minister of Railways knows that Haridwar is a religious place. My submission is that a fast passenger train should be introduced on this route via Muzaffar Nagar, Roorkee and Luxor. This would provide a travelling facility to the pilgrims from hapur and Meerut. I had written a letter to the Minister of Railways in this regard and I had given

some suggestions during the meeting of Northern Railway Advisory Committee, but the railway official gave me an evasive reply stating that due to resources crunch, it was not possible to run this train. I would like to know from the Government that when no bogie or railway engine is needed to be purchased, then why cannot this train service be operated. If the Ministry can start Shatabadi Express, then why can't they operate a passenger train to link Bulandshahar ?

Mr. Chairman, Sir, there is no train service for Nauchandi from Bulandshahar. One has to go by bus only; Railways Officials say that 2 km is available at 7.45 a.m. from Hapur, but it operates from Meerut. In this manner, railway official are spreading disinformation and the hon. Minister send the same reply to us, which is supplied to him by these official. This tendency should be mended. Action should be taken against the railway official, who are supplying wrong information.

Mr. Chairman, Sir, I hope that my demand would be met since I do not have any major demand, but I merely demand a passenger train secondly, in Nauchandi Express, there is no quota in 2-tier A/c for Bulandshahar. This constituency has nine MLAs and two Members of Parliament. My request is that there should be a quote of two berths from Bulandshahar in Nauchandi Express.

I extend my thanks for giving me an opportunity to speak.

[English]

SHRIMATI LAKSHMI PANABAKA (Nellore) : Mr. Chairman, Sir, I thank you very much for giving me this opportunity. For the last one year, I have been putting forward very important problems being faced by the people in my constituency. Nellore. Everytime, Shri Paswan has been giving an assurance. But he has not provided anything so far. Even in the Demands for Supplementary Grants, it has not been included. That is why I am again requesting the Minister of Railways through you to provide something for my constituency.

Bitragunta is an important railway station as well as railway town on Indian Railways. It is situated on Chennai-Vijayawada main line which falls under South-Central Railway. In steam days, the locos were being maintained in the Loco Shed at Bitragunta apart from other rail activity. The Steam Loco Shed was one of the biggest Loco Sheds in Indian Railways. It has a major yard and also interchange Depot for the Drivers and Guards.

Consequent to the closure of Steam locoshed at

Bitragunta, the infrastructure, other equipments and land have not been utilised for any purpose. It is painful to note that no thought was given by the Railways to make use of the existing infrastructure, the big Locoshed and land etc. available at Bitragunta. It should have been converted into either as a major Electrical Locoshed or a Carriage and Wagon Workshop instead of developing a fresh one at other places by huge investments.

I have inspected the entire Railway station and its activity a couple of times based on the demand of the local people as well as the employees of the Railways. The people and employees of Bitragunta are very much concerned about the indecisive attitude of the Railways for considering any one of the points. In fact, any one will be convinced to set up a unit if one sees the facilities at Bitragunta.

I would also bring to your notice that an extent of 1500 acres of railway land, more than 2000 staff, school buildings, yard and other infrastructure facilities are available. The closed Steam locoshed is also idling. In fact, there is every justification for creation of a new Railway Division at Bitragunta, since Bitragunta is centrally located on Vijaywada-Chennai main line which is also convenient for operational and administrative point of view. The overloaded railway activity at Vijaywada and Chennai may be shifted to Bitragunta which has three hours' running time on either side.

You may also be aware that the rail activity will be much more in near future in and around Bitragunta, Nellore and Gudur to the following reasons :

A major Urea Fertilizer Plant by IFFCO, a Government of India project is being set up at a cost of Rs. 1568 crore at Racherlapadu near Bitragunta in Nellore district. This is the first factory being established by IFFCO in South India. The anticipated production would be around 4,45,500 metric tonnes of Ammonia and 7,26,000 metric tonnes of urea per annum.

Rail transport clearance for movement of raw materials and finished products was already given by the Railways. The nearest Railway take off point for establishing Railway siding is Talamanchi railway station which is only three kilometres away and 15 kilometres from Bitragunta. RITES were entrusted to lay the siding. As per IFFCO authorities, the commercial production would be started within one or two years and hence the fertilizer activity will be heavy. Consequently, the wagon mobility stabling/wagon repairs and maintenance will be more at Bitragunta.

A major port is coming up at Krishnapatnam under

international consortium which is just 35 kilometres away from Nellore. A railway siding is also planned to be laid taking off the main railway line at Vedayapalem (Nellore). The import and export of foodgrains, fertilizers and other core items will be handled at this port and rail movement activity will be much more shortly.

A power plant is also coming up near Krishnapatnam for which the rail linkage will be required. Coal is being carried by the Railways to the thermal power station at Padugupadu.

It is also learnt that a petroleum siding is also coming up at Singarayakonda which is just 65 kilometres away from Bitragunta. The oil tank maintenance can be taken up at Bitragunta by modifying the existing railway infrastructure.

A new railway line is also proposed to be laid between Nellore and Cuddapah which was included in the Railway Budget for the year 1997-98. The stabling of coaches, repairs and other activities related to the trains both, goods and passengers, can be undertaken at Bitragunta.

Keeping in view of the existing facilities of Bitragunta as well as various projects which are being set up in and around Bitragunta-Nellore-Gudur as detailed above. There is an urgent need to develop rail activity at Bitragunta by making use of existing railway assets and planning for additional facilities. Nellore, being the District Headquarters and an important town just thirty minutes run from Bitragunta, will also take care of the needs of the staff and officers. It is requested that immediate action for setting up a new Subdivisional Office/Area Control Office, Electric Loco Shed, Carriage and Wagon Repair Shop, EMU/MEMU Maintenance Depot at Bitragunta be taken at the earliest.

In the last Budget, the hon. Minister announced to conduct survey of Nellore to Cuddapah line, Nadikudi to Kalahasti line but till now the works have not started. I request, Shri Raswanji, through you to come and lay the foundation stone for those works.

MR. CHAIRMAN : You can give the other suggestions in writing to the Minister.

SHRIMATI LAKSHMI PANABAKA : For the last one year, I have been asking for one local train from Nellore to Chennai. The hon. Minister may please consider that request.

[Translation]

DR. AMRIT LAL BHARTI (Chall) : Mr. Chairman, Sir, the Parliamentary Constituency which I represent at

[Dr. Amrit Lal Bharti]

present was once represented by Pt. Jawahar Lal Nehru, but now this constituency has been divided into three districts—Allahabad—Kaushambi—Fatehpur. Our area is located between two rivers and it is popularly known as Doaba. On its left flows the Ganga and on the right is Yamuna. Kausambi had been the capital of the King Parikhshit and it has its historical importance and from the religious point of view this has been a famous pilgrimage for Budhists and Jains. King Ashoka had established a city at this place from where he propagated Buddhism. On the other side of Yamuna, across our area Chitrakoot is located which is a religious place. Despite all this our area is the most backward in the whole country even after fifty years of independence.

For example I would like to say that in this Parliamentary constituency there is no Junior high School or Degree college for girls. I feel that there cannot be any glaring example of backwardness than this, there is a flood of other problems. As far the expansion of Railways is concerned, Supplementary demands for grants for Railways are being discussed in this House and the Minister of Railways has tried to link all the areas through railways for which a number of hon. Members have complemented him and he certainly deserves these compliments but when I look at my own Parliamentary constituency, I fail to understand as to how should I offer my compliments to him. Even than I can not help complementing him because he has inaugurated a Zonal Railway office at Allahabad. I wanted to express my pleasure and gratitude for this gesture but you can see that in my constituency about 90 kilometre area is such through which trains from Calcutta pass via Allahabad and reach Delhi but it is a matter of regret that none of these trains has any stoppage in this area. . . (Interruptions) I can tell you the names of these stations.

Mr. Chairman, Sir, those four major towns are Bharawari, Sirathu, Khaga and Manauri and this is 90 Kms. area. Therefore, I would like to urge that it has got a great importance of being a religious place. Tourists from all over the world and country visit this place. The stoppages of important trains should be provided there for the convenience of the tourists. I think, if 4083 Up Mahananda, Express, 5033 down Chowra-Chowri Express, 8101 Up and 8102 Down Moori Express trains are halted at this place and the stations falling under this area are given a face lift, then the railways can earn a lot of income.

Mr. Chairman, Sir, secondly, if a person want to go from this end to that end i.e. Bharwari to Chitrakoot then

he will have to go via Bhanjanpur and will have to cover a distance of 225 Kms. Whereas its exact distance is hardly 35-40 kms. If Bharawari is directly connected with Chitrakoot then this distance can be reduced by around 180 kms and this distance can be covered in a little time. In addition to this, I would like to bring into your notice that the traffic remains disrupted for a long time in absence of railway bridge in Bharwari and Khaaga towns falling under Delhi Calcutta line, I myself, got held up in these towns several times and I had to remain held up there for one and half hour whereas, as per the rules of Railways, the railway gate can't be closed for more than 20 minutes but due to not having overbridges in these towns, traffic remains disrupted for two or more than two hours. Therefore, I request that overbridges be constructed in Sirathu, Bharwari and Khaaga so as to facilitate smooth flow of traffic.

Mr. Chairman, Sir through you, I would like to submit that a large number of people of my city, Allahabad visit Vaishnodevi shrine but there is no direct train to Jammu from Allahabad as a result our people held to face a lot of inconveniences. I would like to request the hon. Minister to pay attention towards this also and a direct train be started from Allahabad to Jammu. In this context, I would like to submit to the Railway Minister that now-a-days the number of train accidents has increased to a large extent and there is a negligence on the part of Railways at some stage or other. I would like the Minister to pay attention towards it also. Many incidents of looting and robbery take place between Allahabad and Mughal Sarai. The passengers are given drugs or poisonous eatable items and are looted. Such incidents are occurring in large number. In every two-four days, one-two incidents of such nature occurs. I request the Minister to make all efforts to check this.

Mr. Chairman, Sir, through you, I would like to submit that the wreckage of the trains remain at the site even after many years of occurrence of accident. Several times, the wreckage lying by the sides of road is not removed for years together. The local people misuse it. They throw it here and there but the Railway Ministry makes no effort to remove it. I request the Minister to pay attention forwards it also. It should be collected and auctioned properly. The money collected from it should be used properly. It should not be misutilised. Once again, I would like to request the Minister to give assurance to this effect then I will think that he has paid attention towards my request. Mr. Chairman, Sir, I thank you for giving me an opportunity to speak.

SHRI BHERU LAL MEENA (Salumber) : Mr. Chairman, Sir, I would like to draw you attention towards

Udaipur region. The Minister had given an assurance to this effect. Udaipur is the land of Maharana Pratap. Which is famous through out the world. Secondly Udaipur city is the second largest tourist place after Kashmir. Thirdly, lead zinc and phosphete is being extracted by Hindustan Zink Ltd. and Marble, soap stone etc. is being extracted by RSMH in Udaipur. Since these minerals are found in abundance there. Despite of having all these things, Udaipur region has not been connected with the capital Delhi with broadgauge. The existing lines were constructed during the British regime and since then no work has been done on these lines. We had sat on dharna, before the hon. Speaker on this issue. After that dharna. The then Railways Minister Shri Jaffer Sharif had given us an assurance. After giving an assurance to us, he went there. Then Shri Kalmadi became the Railway Minister. We had also requested him in this regard. He came to Udaipur and has also laid a foundation stone but till now, the work has not been done. Now, Shri Paswan Sahab has assumed the office of Railway Minister. We requested him also and in turn he gave us an assurance. There after, he allocated five crore rupees for conversion of line. But I am sorry to say that the amount so allocated is just like a drop in the ocean. Therefore, I would say that this amount is not adequate. I have got an information that an office has been set up in Udaipur for undertaking gauge conversion work.

Further, I would like to submit that your goodself had given an assurance that not only Udaipur but upto Ahmedabad gauge conversion work would be done but I would submit that gauge conversion from Udaipur to Ahmedabad is a distant thing. Broad gauge is required there upto Chittorgarh which starts from Sawai Madhopur. The exact gauge conversion route is Delhi, Jaipur, Ajmer, Bhilwara, Chittorgarh and Udaipur, Bhilwara and Ajmer has not been connected. I request you to undertake conversion of the existing line at the earliest so as to avoid discontentment among us in future. The people of that region is cursing us. A scheme has been formulated to undertake conversion of lines into broadgauge in the entire country but it has not yet been started in Udaipur. Therefore, I request you to convert the said line into broadgauge as early as possible. Calcutta is 1500 kms. far away from Udaipur and it takes 17 hours to cover this distance whereas the distance between Udaipur and Delhi is 700 kms. and it takes 22 hours to cover this distance. The time factor is so much varied. That's why the people of that area curse us. The foreign tourists also visit there in large number. But there is no proper air service to Udaipur. Less number of people visit Udaipur due to not having broadgauge facility whereas Udaipur is the second largest tourist place after Kashmir and it

is an historical place also.

Without taking much time, I would request the Minister to undertake this work at the earliest. All the friends have congratulated you and I, too, would like to congratulate you for not intervening/interfering in this issue in any way. You work without taking consideration of any political affiliations and remain above the politics. Therefore, I would like you to connect this land of Maharana Pratap with Delhi at the earliest. Recently, we have celebrated centenary year of Maharana Pratap. Now, we are celebrating Golden Jubilee year of independence of our country. I urge upon you to connect Udaipur to Delhi.

With these words, I conclude.

SHRI SUKDEO PASWAN (Arariya) : Mr. Chairman, Sir, I rise to support the Supplementary Demands. First of all I would like to pay thanks to the Railway Minister because from Kashmir to Kanyakumari there is no such State where more or less work has not been got done by him. Therefore, the more you pay him thanks, the less it would be.

Some months back a programme in regard to laying the foundation stone for gauge conversion of Mansi-Saharsa-Forbisganj was held in Saharsa. In a true sense, it is very important railway. Whose line leads to Forbisganj via Mansi-Saharsa Surpol which is situated on the border of India and Nepal. The work of laying the railway tracks has been started upto Saharsa whereas it has to be laid upto Forbisganj. We would like that work of laying the railway tracks should be started from this State also in this very year.

Shri Ram Vilas Paswan : So far as the gauge conversion is concerned, there is a new line and there is gauge conversion. If we start all works altogether in gauge conversion, the all trains are to be suspended. When trains are suspended, there is resentment among the people. Therefore we do this work part wise such as, the work from Mansi to Saharsa. If we lay the railway line to some distance, the train of broadgauge will continue moving and thereafter an other will also continue running on Metregauge line. If we introduce all lines altogether, it would be yielding this result that a person who having a metregauge train no his reach, can not take even that train. So, we lay these lines phasewise.

SHRI SUKDEO PASWAN : A provision has been made for Katihar-Jogbani in the budget. I have been elected to Lok Sabha since 1989. Since then I have been expressing my views whether it is railway budget, any matter Under Rule 377 or Zero hour. not even so, when

[Shri Sukdeo Paswan]

Shri Jaffer Sharief was the Railway Minister we had picketed at his residence because he had not given us assurance and from there we were sent to Jail. The railway tracks from Katihar to Jogbani is very important. When the premier to Nepal visited India, at that time Shri Chandra Shekhar was the Premier. I had also had a dialogue with him that the work of laying the railway line from Katihar to Jogbani should be certainly got done. I put forth my views in Lok Sabha hundred times in this connection. I would like to facilitate the Railway Minister for taking up the work of railway line from Katihar to Jogbani for gauge conversion and making a provision for them in this supplementary budget. The demand for Jogbani-Katihar which are located on Indian border, has been long over-due. A new line Katihar-Jogbani has been laid in 1901 from Forbisganj Jogbani railway station. Late Shri Lalit Narain Mishra was the Railway Minister and he was from our constituency. He worked as a Railway Minister for a short period and this work could not be done. But some works were done during his ministerial period in our area. Katihar Jogbani line is being, consider a big achievement for this backward area.

When our Railway Minister went to the function in regard to laying the foundation stone of Mansi-Saharsa-Forbisganj, he gave an assurance on our insistence in a public meeting that a new railway line about 100 kilometres long upto Arariya would be constructed via Supol, Pipra, Triveniganj, Jaria, Margama, Raniganj, Gitwas, Rajokhara, In the very meeting he had also given an assurance that the work of survey would be completed as early as possible. We would like that after completing the work of survey without any delay, a provision in regard of laying the railway lines from Supol to Arariya via Khawaspur, Kushikara to Gangaliya which is on the border of West Bengal, should be made in the ensuing budget because in a true sense, the people of that place have not seen the train. That area is very backward and bordering area of north Bihar. This work is very important and in a true sense if you go to village and ask the people there about train, you will find that railway line would be about at the distance of 150 kilometres from that areas. The people have not seen the railway line from Supol to Salgaliya; with laying to the railway lines, people of that backward area would certainly be benefited.

Our Railway Minister had put the matter of conducting survey of Madhepura, Sidheshwar, Triveniganj, Chhatarpur, Narpaganj in the previous budget and had said in his speech in the House that the work of survey up to Jogbani via Madhepura, Sidheshwar, Triveniganj,

Chhatarpur Narpaganj would be conducted and would certainly be looked into seriously. Late Shri Lalit Babu had also expressed his wish in regard to laying the railway line from Behariganj to Jaria, Chhatarpur and from Narpaganj to Vathnaha, Jogbani but he could not have more time. Therefore, it could not be done. There is not a single railway line in border area from Jogbani to Kushikara, Sikri and Plassey to Siligudi. So, we would like that it should also be looked into seriously. From Vathnaha, Sursar, Valua Bazar to Bhimnagar - which is situated on Indo-Nepal border and when the construction work of the barrage on narrow gauge was started in Bhimnagar in collaboration of Indo-Nepal, a new railway line was constructed there in order to transport the materials by narrow gauge from Vathnaha to Bimnagar-so that work might be started there. Lately, many pieces of railway lines were stolen away and may be, that property belongs to central Government or not but may be, that comes under immigration deptt. of Government of Bihar. If that is under Central Government then due to all misuse of Government property the whole section would be paralysed as no train is being run there. If it is central Government property, the central Government should certainly manage its safety and security.

Rajdhani Express runs three days a week from New Delhi to Gauhati. Previously it was running once a week in that area. But our railway Minister enhanced its frequency by two days a week. Now, it is running three days a week from new Delhi to Gauhati via Katihar. Over a month its booking is found full. So, we would like to urge that it should be made a daily running train. If its daily running is not possible, its running from three days a week to five days a week should certainly be made.

North East 5621 DN train which was first of all used to run and it is still being run. It has only one A.C. two tier coach and only one A.C. three tier coach and when we go to our areas, we have to face a lot of difficulties. We have urged upon him many lines that you should certainly attach one more two tier bogie and one more three tier bogie it. We would like to urge upon that one more bogie having a two tier AC should also be attached and one more bogie in North East with three tier A.C. should also be attached and one more bogie in North-East with three tier A.C. should be attached. Now, the incidents pertaining to train accident, which are taking place, in a true sense a matter of great unfortune. There are some such points which make the entire nation worried over their solution. But I would like to urge upon the hon'ble Minister that the technology you have got and if you do not have got, it should be brought from some other places and be utilised and the accidents

taking place due to fault of railway employees and officers should certainly be taken into consideration and by making some technical management the train accidents should be minimised.

Mr. Chairman, Sir, there is no model railway station among Narpatganj, Ararira, Farbisganj, Supaul as yet. I request to develop Narpatganj, Ararira, Farbisganj or Supaul a model railway station. Farbisganj has computerised reservation centre, it fulfils all the eligibilities, therefore, it should be developed as a model railway station.

Lalitgram Railway Station is after the name of the former hon. Minister of Railways. Thousands acre of land has been lying there unutilised. I want that the railways should utilise it. A factory can be set up there the 113 Up and 114 Dn. regular part of train running between Katihar and Jogbani was discontinued last year. It should be re-introduced. There is no train for a long interval of time. It causes inconveniences to passengers, Farbisganj railway station lie between N.G. and N.F. The trains have to halt there for hours. There are only two lines. I demand to lay a third line there and prevent the halt of trains for hours and avoid inconvenience being caused to the passengers.

The railway employees belonging to Scheduled Castes and Scheduled Tribes are harassed by their officers. They face great difficulties in their promotion. I request the hon. Minister that those who are fit for promotion and fulfil the eligibility, must be promoted.

SHRI MANOJ KUMAR SINHA (Ghazipur) : Mr. Chairman, Sir, I come to the point directly within the stipulated period of time. I had been listening to the speeches of my colleagues for a long time. Once the debate was going on in Lok Sabha. I was reading out the written speeches of one of the Ministers of this Cabinet. He had stated that Uttar Pradesh is backward only because it had given many Prime Ministers. Lastly, he stated that I would pray to God for the development of Uttar Pradesh even if it would give any Prime Minister or not. But it seems to me that some values in politics have changed. It has been found lately that the state that gives a Prime Minister develops. The State that gives a Minister of Railways makes progress. The new trend has been seen in politics during last days. Bihar has certainly been very neglected. I agree

I would like to point out to the hon. Minister of Railways very categorically. He would not have to make any expenditure. I have been making this demand for last one year. But no action has been taken so far in

this regard. Ghazipur is our home district. We are celebrating the golden jubilee of our Independence. I want to know whether by excluding the names of Shri Mangal, Pande, Shri Chittu Pande and Shri Pujan Rai the history of the Independence of India can be written? I think it can't. If they are at all to be honoured, why these are being neglected? Something must be done in their names. The railways won't have to make any expenditure for it. The Ministry of Railways should make arrangements for halting trains at the birth places of such freedom fighters. The freedom fighters of the area have also met you. But no action was taken thereon. Whenever any correspondence is made to the Ministry, the letter sent to its reply is of routine nature on that the matter has been forwarded for necessary action. I think such assurances are being given for last on year. I request the hon. Minister to do something for them so that they remember him as a bold Minister who actually did something for the freedom fighters. There is a big railway station in my area. Shri Vishwanath Singh Gahmari had been a Member of Parliament in past. My hon. friend from Saharanpur has pointed out that their has been great contribution of this village of the army of the country. I think 150 persons. Come to Banaras every day from there. The Farakka Express also passes through it. The Railway officials also visited and inspect that place. Report appeared in favour of Gahmari and Dumraon. But the Farakka Express is not stopping there at all. An E.M.U. train used to run from Buxar to Banaras. Now it is terminated at Mughal Sarai Jn. itself. The passengers are facing so many difficulties. I had demanded to extend it up to Banaras. There is no justification to terminate it at Mughal Sarai. Its extension won't in our any expenditure. Gazipur is a district headquarter, but it has no overbridge there. Now Gazipur has been linked with Hazipur with the national highway. Now I request you to link Gazipur with Hazipur with rail in your capacity as the Minister of Railways. It has been stated that the construction of the overbridge over the National Highway No. 29 railway need not to in our any expenditure. The persons responsible for construction of the National Highways would bear the expenditure. I am quite sure about it. The people have stated that they would bear the expenditure of the construction of overbridges as a part of the National Highway.

SHRI RAM VILAS PASWAN : This overbridge is concerned with Ministry of Transport of Uttar Pradesh and Bihar. . . (Interruptions).

SHRI MANOJ KUMAR SINHA : It is concerned with Government of Uttar Pradesh. The Government of Bihar has nothing to do with it. But I think that we shall bear the expenditure, and if you sanction it, we. . . (Interruptions).

SHRI RAM VILAS PASWAN : You mean over the river, don't you ? . . . (Interruptions).

SHRI MANOJ KUMAR SINHA : No, no Sir, this overbridge is in the city and two national highways pass through this route. One is from Gazipur to Mau and the second from Ghazipur to Hazipur. People have to wait for about two hours. There is city railway station of district headquarters in city Ghazipur. You will be surprised to view the station. We have been pursuing a rate point issue for long. It creates a lot of problems in loading and unloading, be it either fertilizers or foodgrains. If that is executed, it will benefit to so many people. I was referring to Cattu Pandey, for last time also I made a demand that a DMU train should be introduced between Balia and Varanasi. An assurance was also given by you but so far that trains has not been introduced. Last time you stated that a passenger train would be introduced very soon, but my request is that a DMU train between these two cities must be introduced. In the recent days I read in a newspaper that you are likely to decrease the Varanasi reservation quota in Shramjivi and Farakka Express. In this regard my humble request is that there should be no decrease in this quota and if at all it has been cut down then please you yourself look into the matter. I hold that Varanasi is an important city Kashi assumes its own significance from every point of view.

I want to submit one thing in respect of our players. Railways have been issuing passes to players, therefore, if you take into consideration the welfare of our high class players then in return it will yield benefit to the whole country. We were also discussing here the issue of crimes

SHRI RAM VILAS PASWAN : We hold a meeting with renowned players and out of 31 demands, which were placed before us, we have accepted 24 demands which includes matter of their promotion also. Their demand was that period of exercise during their duty hours should be treated as duty hours. 24 out of 31 demands have been implemented. There remains only 7 demands which are yet to be met. There is a matter of Jaunpur and Varanasi which I hold is an important matter. It is being delayed but I would like to convene a meeting of the concerned officers and we, including you, will sit together to reach an amicable solution.

SHRI MANOJ KUMAR SINHA : There is a cancer institute of railways in Varanasi. Poorvanchal is an extremely backward area and most of patients from eastern Uttar Pradesh and Western Bihar come only either to this hospital or Sunderlal Hospital run by Kashi Hindu

University but a common problem faced by the patients is that when they go for radiotherapy, they are told that this facility is not available as the machine has gone out of order and therefore, they can not be given the required treatment. I have written to you in this regard on a number of occasions. Every this and that day, I am receiving a lot of complaints in this regard. So, I urge upon you to look into the matter and it will be beneficial to that area.

After making a brief submission in respect of contract system, I would finish within one minute. The contract system in the railway has given birth of criminals in the entire area. They are earning a huge profit and indulging in endless violent killings. Several political killings have taken place. This requires your immediate attention. The way terror is increasing, there will come a day. When there would be no one in entire Uttar Pradesh, except for criminals, to enter into politics these people are misusing the railway property openly or in other words there is nothing in the name of law and order in eastern Uttar Pradesh. Railways are not allowed to play any role in the administration by these elements. It is the rule of only these criminals in eastern Uttar Pradesh. I am saying it without any hesitation. This also needs your immediate attention. If you take some action in this regard it will benefit the country and the people of this country.

With these words, I conclude.

DR. SATYANARAYAN JATIA Mr. Chairman
Sir, it is very long discussion on Demands for Supplementary Grants (Railways) we are holding here. We have dwelt on electrification of tracks, gauge conversion and railway welfare fund. Certainly these items are covered under Supplementary Demands. Different measures are taken to mobilise fund for the development of railways. But our difficulty is that proportion of problems in railways is equivalent to that of Indian railway itself. As there is no effective mechanism for resolving the problems, they keep on assuming larger proportion. If something is said repeatedly, one must understand it. Everybody is wise here. It is not like that they do not understand it rather they do not want to understand it. Members do come here and submit their views which is heard by the Ministers including the Railway Minister but statement of their accounts become a very larger. Every one raises his demands but there is no proper system to take measures to fulfill those demands. Members speak here in anticipation that their voice will be heard and understood but only part of their demands are met and measures are taken to fulfill them. Therefore, I urge the Railway Minister to evolve such a system whereby Members are not required to

approach him again and again. In order to get my only one demand fulfilled, I had to meet him on many occasions throughout the year. No doubt, everytime when I visited him he gave me very cordial treatment, but it took me to make several visits to him in order to get my work done. I kept on visiting him throughout the year but it was due to our faulty system which should be corrected as soon as possible by taking effective measures.

SHRI RAM VILAS PASWAN : Mr. Chairman, Sir, though I am not supposed to make any interruptions in between but here I would like to make a brief one. In case matters pertaining to any project are raised, I find myself in a position to declare that I may or may not take up this or that project but I find myself helpless when a member insists on his demand to provide halt to any particular train at a particular stations. . . . (Interruptions) as it involves certain technical difficulties and we have to see as to whether there would be any adverse effect on other trains by providing halt to that train. I get it done to some extent by putting some pressure. Your 90% case remains same. However, I give assurance but that is fulfilled to some extent.

DR. SATYANARAYAN JATIA : We are not disappointed yet. There is no reason for disappointment. We are hopeful and we should take a good decision. We are always hopeful for a good decision and we have no complaint because we know that you are also a Member like us and I think that you may be appreciating our problem. You have worked as a responsible person and not as only a Railway Minister.

I am happy that you have managed to provide a Railway stoppage for village and people of that village celebrated this occasion. But on 27th of July, we come to know that three trains running since long have been withdrawn but I told these people that they have got a stoppage for their village after several months struggle.

SHRI RAM VILAS PASWAN : Today, you have given us in writing. I'll get it inquired. I agree with you. I have said so and the same I would like to say to the officers.

23.00 hrs.

It is not proper to give something with one hand and take it back from another. Therefore, I'll look into the matter seriously and if I come to know that instead of starting one train, three trains have been withdrawn I will take action against this officer responsible therefor.

DR. SATYANARAYAN JATIA : I would like to thank

you for this and certainly I expect from you to take care of this matter yourself. It is always very difficulty to bring every matter to your notice. We also do not appreciate that. But there must be a system at zonal level as well as at D.R.M. level. This House is so big that here points regarding big project should only be presented. I believe whatever your have said and that's why I would like to thank you for this.

Sir, so far as stoppages of trains are concerned, it so happens that every year demands of providing stoppages of the slow moving train pour in and as time progresses, its stoppages also increases. There was a time when Malwa Express was started, it has no stoppages. But afterwards it so happened that it had stoppages everywhere on the route. When the demand of a member for providing a stoppage is accepted, another Member also raises his demand on the same grounds, then the Minister of Railways can either accept this demand or refuse to accept it. But it so happens that because of their influence and good impression, their demands are accepted whereas demands of some Members are not accepted. That is why I say that nobody should be discriminated against in this regard. We are also representatives of people and have been returned to this Parliament for years together. I was elected to the Seventh, Ninth and Tenth Lok Sabha and are now sitting member of the Eleventh Lok Sabha. On the basis of my experience I know as to what should be done and where, but we are forced to make a request for having a response and we have the right to make the request because we demand not for ourselves but for the public. So, attention should be paid to our demands. I had demanded that a stoppage of 4005-4006 train should be provided at Mahidpur Road for the convenience of the public. Likewise one stoppage of the Gangaur Express should also be provided at Vikramgarh Alot. This train stops at Vikramgarh, Chaumehla, Suvasara, Shyamgarh, Bhawani Mandi and Ramganj Mandi. Similarly, the stoppage of 4005-4006 at Mahidpur Road will also facilitate the travelling public from and upto Indore. Hon. Minister said that it cannot stop there but then it is stopping at 15.20 Kms. from there. In the manner it seems that some influential person has managed to get his demand accepted through his influence and that is why perhaps our demand is rejected, but I do not consider my viewpoint as ineffective. I think that an uniform criteria should be adopted.

Sir, so far as computers are concerned, at the time of Kumbh Mela in Ujjain, a lot of people come there and that is why I had said that a train to Delhi should be started and 1226-1268 Bhopal Train be extended upto Ujjain. I also said that the train No. 2962 from Indore

[Dr. Satyanarayan Jatia]

be extended upto Mumbai Central. These small demands should be considered. Likewise, I said that season ticket holders should be allowed to travel between Indore and Ratlam in the train 2962 Avantika Express. Electrification be done at Ujjain, Dawas and Indore and the signalling system may also be modernized accordingly. I was reading electrification and felt happy that it was going on there. Earlier, the Railway Minister was Shri Prakash Chandra Sethi and then others were also there. He had sanctioned some work with token money but that was withdrawn later on.

Sir, the Railways must be aware about the importance of meter gauge but no steps are being taken in this regard. I witnessed in my own region that no train has been introduced between Ajmer and Khandwa during the last three-four years. About this they say that there is no power, no coaches. Now the work of guage-conversion is not going to be completed very soon. So to maintain this gauge, a new train should be introduced. I had demanded that a train be introduced between Neemach and Mahu for which an assurance was also given. This assurance was given by then GM of Western Railways. No train has been introduced by Western Railways on this section. So I would like to say that the assurances with regard to the meter guage should be fulfilled. Guage conversion between Neemach and Ratlam be done at the earliest. Broad gauge conversion should also be taken up.

Sir, I will conclude by mentioning one more thing. There was a narrow gauge line between Ujjain and Agar which has been dismantled. A new Railway line be laid on the Ujjain-Ghonsla-Agar-Ramgarh Mandi route. I would like to say one more simple thing that there are some vary long distance trains. The reservation is never available. Facility should be provided there by attaching general bogies. Usually waiting list is displayed for the passengers of the train. I want to submit that general bogies should be attached and marked for the general passengers and they be accommodated separately. Rural people do face a lots of problems because they board in anyone of the bogies and have to pay fine. They should know that this bogie is not reserved. With this I thank you for giving me an opportunity to speak. I also thank the hon. Minister for displaying such generosity.

SHRI PANNU LAL MOHLE (Bilaspur) : Hon. Chairman, Sir, I simply congratulate the hon. Minister though everyone has congratulated him for doing the work. In the Fifth Finance Commission's report recommendations have been made about the decision of opening new

Railway zones. On the basis of maximum work load, least establishment lost and favourable actual conditions while deciding about the selection of Zonal division of the Railways which is facing financial crunch. The Pay Commission had recommended immediate closure of the 6 new Railway Zones which has been announced by the hon. Railway Minister as they are not according to the norms. But Bilaspur alone is such a right place which not only fulfills all the norms of the Pay Commission for opening up of new Railway Zones. The Railways have adequate land building and other zones. The Railways have adequate land building and other important legal sources at Bilaspur for new Zone. Geographically too Bilaspur is most suitable from operational, control, management and work load point of view. Only a formal declaration is needed to open a Railway Zone there. I want to assure you that there would be no additional burden due to this. All Members of Parliament of this area met with the former Prime Minister, the present Prime Minister and the hon. Railway Minister earlier. All the Members of Parliament belonging to the Congress, Bhartiya Janata Party and of all other parties of Bilaspur region had met with them. The Chief Minister of the State is in agreement with it and the hon. Railway Minister has also given an assurance. I request that this demand may please be included in the supplementary budget. You had given an assurance. I had met with the Prime Minister here and 10 more members of Parliament have met with him. Therefore, I would like to request the hon. Minister that it would be better if he announces the creation of a new Railway Zone at Bilaspur in the Supplemetary budget.

You had announced about the laying of Bilaspur-Mandla rail line in the last budget. It should be included in the supplementary demands of the budget to construct this line. It should link Bilaspur to Mandla and Jabalpur. It would benefit the people of the region from industrial point of view.

I would like to raise another point that the Durg-Samath Express should be stopped at Pentra Road and Bilha station and other superfast trains including the Jabalpur Bhopal Express too should be provided stoppage at Amarkantak and Durg, so that more and more people may visit to the pilgrim places of Allahabad and Amarkantak. Over bridges are needed at Belgrahma and Uslapur railway stations. The orders for their survey has been issued. The proposal of over bridges of Belgahna and Uslapur in Bilaspur region should be included in the Supplementary budget.

I had mentioned about the computerised reservation system of Bilaspur last time also. It was requested to get it linked with Sikanderabad, Calcutta and Mumbai

but this has not been done upto now. You have assured that it will be linked soon. You please get this system linked with Bilaspur soon so that common people could avail this facility.

Likewise I would like to say about the increasing accidents that it is happening almost every day and people are being killed. The inquiry team should look into this fact that what is the problem in that 10 to 15 kilometre stretch which results into accidents. The Railways should start a system to avert the accidents in the same way as the meteorological department forecasts about the occurrence of storms, hailstorms. There is no cancer treatment facility in Bilaspur. Railway hospital. No doctor is there for the treatment of tumors, heart and kidney ailments. People go to Calcutta for treatment. There is shortage of doctors. Please appoint doctors there so that people may get treatment there. Jai Hind ! Jai Bharat !

PROF. OMPAL SINGH 'NIDAR' (Jalesar) : Mr. Chairman, Sir, I am one of the two Members of Parliament whose Parliamentary constituencies fall in five districts. One can imagine about our busy schedule due to this. I wanted to speak in the last budget session but unfortunately, I fell ill. Therefore, I thought today that even if I am allowed to speak for two minutes I would not let the opportunity to go. I am not here to congratulate the hon. Minister nor do I support the supplementary demands. The reasons for it are very trivial. The first reason begin that having continuously trying for 15 months and believing that our relation and friendship are fine, I am known to him for the last 26 years so this work will be done in the same easy manner as he had changed the track. My dear friend Shri Jatiagi was mentioning that he has changed the track. He said to it that he could do anything alone the stoppage of a train. In my region there is not much work which would be done. Therefore, it has pained me that having repeatedly reminding and putting the truth before him this work has not been done in an area which falls under five districts. A work was done there. The Department of Railways Knowingly did not give me the credit for the stoppage of Prayag Raj there. I am deeply pained by it. I gave it in writing. Probably, I am the only Parliamentarian to whom information has not been given about providing the stoppage of a train on his demand even after a month. This is one of the reason. The second reason is that the hon. Railway Minister had said earlier that sometimes he may. . . (Interruptions)

SHRI RAM VILAS PASWAN : Whether it stopped automatically

PROF. OMPAL SINGH 'NIDAR' : You may be knowing it. I am saying that it stopped on my demand.

SHRI RAM VILAS PASWAN : Whether you had demanded it ? It stopped there as Shri Jatiagi had demanded. I said to him that I have informed you about the same. You please go there, organise a function and I would not go there.

PROF. OMPAL SINGH 'NIDAR' : I myself am clarifying that this was my demand. The work was done but I was not informed about it for several months. I come to know about it at Tundla as it is an important station. There I was informed that Prayag Raj was stopping there. I did not made any comment on it. I came and wrote a letter to you. I am sorry to say that it stopped after I made a demand and you did the needful but I was not informed about it.

Now If I say that this halt was made on my demand then what does it mean ? I said this at that time. Secondly, you have told and I have seen it in the papers when you have inaugurated at Ganganagar and Ahmedabad. You have said yourself that the information will be given to all the Members of Parliament without any discrimination who come under the range wherein the work has been done and their names would be given but the names of Sakshiji and Shervaniji are given in the programme of gauge conversion from Mathura to Kenpur.

SHRI RAM VILAS PASWAN : I shall check it. All the Members of Parliament of the Constituencies falling in the range of work from where it begins and ends, are informed about it. We have instructions to the authorities to invite the Members of Parliament may be two, four or ten twenty in number who are interested to participate in the function, special guests, generally Chief Minister or Governor are invited as Chief Guest. I have given all the names in this regard, when I personally went to Jammu and asked the members of Bhartiya Janata Party and other parties they showed their willingness to go there. All the names were there and they would have certainly got the information but it seems that no acceptance has come from you. If you have not received any information then I would look into the matter.

PROF. OMPAL SINGH 'NIDAR' : Mr. Chairman, Sir, this issue is related to the supplementary demands of grant Railways, therefore, it is justified to speak it. I do not claim to have computer brain but I can say that due to the god's grace I do not require such a preparation even today. Even after hearing to the speeches of 545 Members of Parliament I can quote 20 more problems of the country I am not talking about any constituency alone. When Dr. Chhatrapal was speaking about Bulandshahar to have produced maximum soldiers in the last 50 years, I told him that he could demand a Railway line for Bulandshahar if he desired. Now it would become a personal thing. I would like to say that

[Prof. Ompal Singh 'Nidar']

Shri Chandra Bhushan Singh is from Kannauj, the Railway line passes through his constituency and further it passes through Etah the constituency of Dr. Mahadeepak Singh Shakya. Similarly, thereafter this railway line goes through Hathras, the constituency of Shri Kishan Lal Diler, again from Mathura of the constituency of Shri Tejvir Singh. So also further this line goes through the constituency of Shri Rawat ji. If I have not been communicated, let it be but at least all these persons could have been given the information. But they also have not received any communication. I might have forgotten that I am proudy. Are these persons too proudy ?

Mr. Chairman, Sir, Satpal Maharaj is a good friend of mine and I respect him. He was present at the function though he was not Minister for Railways. As you are very well aware that Ferozabad is the constituency of Shri Katheria's and I had been staying there for the past 26 years. It is a matter of proud for me that with only a seven lakh of population, Railway is earning a revenue of one and half lakh to seventy eight lakh rupees every day. I have told about Tundla that it connects Etah, Mainpuri, Ferozabad, Agra, Mathura, Dholpur, Bharatpur, Muraina. Ten lakh Jain people residing in this area are associated with 'Samvet Shikhar' in Bihar, a stoppage for Neelanchal Express at Tundla should be provided to benefit them. It will bring you a great honour and people's respect for you may increase at a higher it is a business centre.

SHRI RAM VILAS PASWAN : Which train are you talking about ?

PROF. OMPAL SINGH 'NIDAR' : I am talking about a stoppage of Neelanchal Express at Tundla. Kindly note this. Earlier this train had a stoppage there. I do not know as to why these people are being deprived of their rights?

SHRI RAM VILAS PASWAN : From when onwards it has been stopped ?

PROF. OMPAL SINGH 'NIDAR' : It was started 7-8 years back. I have also boarded this train. Now why should the people not fight for this ? However we were attending the 'halabole' agitations wherever it takes place. I would request you to take note of this issue and send note to this effect to the Ministry of Railways.

Mr. Chairman, Sir, a train from Hathras Fort to Delhi and Delhi to Hathras Fort is there which stops for 10 hours. I have asked to start this train from Tundla so that the Jalesar Road and Burham would be benefited. They do not want anything. The train which is lying idle is a passenger train and it does not clash with any superfast train. If this train starts from Tundla, the purpose may be

served. It would help Railways to get more revenue. I would certainly like to say one thing. Just now Katheria ji was saying and he had made a request but I am forced to say because some area of Mathura and Agra come under my constituency. Express and Super Fast trains should also have a stoppage there as Mathura has its own importance. This place should not only be considered for its religious importance but Mathura also connects the entire Western Railway. Similarly, the trains passing through Agra should have a stoppage there. If we want to make it an international city then we should provide stoppages of all trains there and we should also provide reservation facilities in all those trains which have stoppages in both these cities.

From the point of view of tourism also I had said one thing that Etah is an important district but there is no express train for Etah. If any train is operated from Delhi to Etah, since there is a railway line, then it would do something good for that region. I know that I am mentioning such two points which do not come under supplementary Budget but I would request to keep this thing under consideration in future that Etah be connected with Kasganj. Secondly, Mathura be connected with Mahaban which is as important as Srikrishna was, he had played there in childhood. Similarly Baldev is also a much important as Mathura is. Then Sadabad, pahapau and Jalesar road should also be connected. It would connect Tanakpur and the entire area of Pilibhit. In the end I would say that my feelings are with you. Friendship is altogether a different matter. I really appreciate you. Since it is my habit and more over I am poet and the poet always writes the truth. If someone wants me to appreciate then the minor work which I mention should be executed. At least H.A.D. train from Hathras Fort to Delhi and Neelanchal should be introduced during the fiftieth year of independence. I would say that people have become a bit proudish. I am hurt to see that still or country and independence is divided. We do not have complete independence a complete nation and moreover my demand is also incomplete. At least this demand of mine should be fulfilled. Fifteen months have passed, if we worshipped the god for fifteen months then the god would have showered his blessings in some way or other. But we are worshipping and demanding a person.

With these words I conclude.

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, I don't want to repeat it. I would like to mention about Dadra only.

[English]

MR. CHAIRMAN : Dadra is already said. You earlier Speaker has already said about Dadra.

[*Translation*]

SHRI MOHAN RAWALE : The people belonging to Konkan reside in and around Dadar. Nayagaon, Vadala and Prabhadevi area comes under it. Lalbagh, Kaala Chowki, Majhgaon, Bhaykaal, Arthur road, Ghodapdev comes under my constituency. Here we find Worli and Shivdi. The people belonging to Konkan reside there and it is the area of mill workers. The people of my constituency/region has a demand that the train should be started from Dadar. I had met the Chairman of Railway Board during the last week. He had told me that he is going to conduct a survey and approval would be accorded in this regard within a week. After that, what happened I don't know. I have read your statement in the newspapers that if the train is provided with a stoppage at Dadar then we will have to board other train. Suppose, four trains starts from Dadar, then one train will have to be shifted to Kurla. You please think over as to what the feelings of majority of people are. I request you to find out some solution to this problem.

SHRI RAM VILAS PASWAN : Yesterday also I had given the reply to it. Today, once again I would like to say that I am as much concerned about Dadar as Rawaleji is. I would like that Konkan bound train should start from Dadar. I have asked the Chairman, Railway Board to inform me about minute-to-minute programme regarding the number of suburban trains playing long with their departure time. Thereafter, I will also sit and talk with you and I will invite leaders of every party atleast I will invite the leaders from Maharashtra. Please check out if we can take out some time for providing stoppage of a train bound from dadar to Konkan then I promises you that I will do it.

As per the information available to me, four trains start from Dadar viz. Dadar to Nagpur Sarvodaya Express, Dadar to Amrtisar, Dadar to Chennai and Dadar to Gorakhpur. Except Chennai, your party is in power in Gorakhpur, Uttar Pradesh, Amrtisar and Nagpur. Therefore, there is no possibility of providing a stoppage. If still there is time then you can have the stoppage of a train or else you publicly tell me that this train be started form Kurla, that train be extended upto Dadar then I am ready to consider it. I had said the same thing there, which I am repeating now. I am ready to sit and talk to you. If the people ask me then I will tell them to go and talk with the Shivsena people.

SHRI MOHAN RAWALE : If that train starts from Dadar then we, the people of Mumbai would welcome you and we would raise slogans in your praise.

Secondly, I would like to talk about Dr. Baba Saheb Ambedkar, towards whom we have a high regard. He was

not only the leader of dalits but we consider him as the leader of the entire country. I have heard that the Railway Minister wants to change the name of Dadar Railway Station to Chaitya Bhoomi. Today, Maharashtra Times paper is with me wherein it has been published that dalit leader Namdev Dhasaal has protested against this.

[*English*]

MR. CHAIRMAN : Shri Mohan Rawale, please do not repeat it.

SHRI MOHAN RAWALE : I am not repeating

MR. CHAIRMAN : You are repeating the same point.

[*Translation*]

SHRI MOHAN RAWALE : Here I would like to putforth other point because at one place it is published in the newspaper that... (*Interruptions*). I do not want that anyone should have any disregard towards Dr. Baba Saheb Ambedkar but if you will try to change in the name of Dadar then the people would protest against this move. Dadar has its own history and that is why the local people are protesting against this move. Change in the name of Dadar may lead to tension, it would create casteism barrier and it may also give wrong signals. Please take care of the feelings of the people.

You have paid a surprise visit to Delhi. We know your competence as a Minister. We all like you very much and convey good wishes to you for future. If we all praise any Minister in this House. It is our railway Minister. When you will visit Mumbai city. I would like you to visit the harbour also and see the poor condition of trains plying there. The Chairman, Railway Board has just returned from Mumbai and he knows about this. I would like that its condition should be improved.

You had also taken initiative in the agitation/movement that took place in our region. You know that 700 apprentice have not yet been absorbed, whereas 825 vacancies are existing in Lower Parel. I have written to the workshop manager of Lower Parel and Maatunga. 85 vacancies may be existing there but so far these vacancies have not been filled up. I request you to take decision in this regard at the earliest.

Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. I also thank the hon. Minister for his cooperation. With these words, I conclude.

[*English*]

MR. CHAIRMAN : The list is completely exhausted now. All the hon. Members who wanted to speak were given time to speak. So, the discussion on the Demands for Supplementary Grants is over.

[Translation]

Mr. Minister, when will you reply ?

SHRI RAM VILAS PASWAN : Sir, I will reply to it tomorrow after the Question Hour.

[English]

MR. CHAIRMAN : The hon. Minister will reply tomorrow, the 12th August, 1997 after the Question Hour.

Hon. Members, I thank you all for your cooperation and participation. The House now stands adjourned to meet tomorrow at 11.00 a.m.

23.30 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, August 12, 1997/Shravana 21, 1919 (Saka)
