

PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): Sir, I would suggest that the debate on the Railway's Supplementary Demands for Grants may continue upto seven o'clock so that those Members who want to speak may participate. The hon. Minister can reply to it on the next working day, not tomorrow. Will you like to reply tomorrow?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): No.

SHRI VIDYACHARAN SHUKLA: The hon. Minister may be allowed to reply on Tuesday. We can sit upto seven o'clock so that we can accommodate those Members who want to speak.

SHRI P.C. THOMAS (Muvattupuzha): Sir, I think the Opposition is coming back. Already Mr. Mohan Rawale has come, tomorrow the BJP will come and then others also will come.

[Translation]

SHRI MOHAN RAWALE: Mr. Deputy Speaker, Sir, I have come only to raise this matter.

[English]

SHRI VIDYACHARAN SHUKLA: Sir, if they do come back, we shall give them additional time. There is no problem of time. But those of the Members who want to participate, may kindly be allowed to speak today.

MR. DEPUTY-SPEAKER: I think the House will agree with the proposal of the Parliamentary Affairs Minister.

SEVERAL HON. MEMBERS: Yes.

18.10 hrs.

SUPPLEMENTARY DEMANDS
FOR GRANT (RAILWAYS),
1994-95;

AND

DEMANDS FOR EXCESS
GRANTS (RAILWAYS),
1991-92 - Contd.

[English]

MR. DEPUTY-SPEAKER: Shrimati Savithri Lakshmanan was on her legs. She may continue her speech.

PROF. SAVITHRI LAKSHMANAN: Sir, earlier I was talking about the Rajdhani Express. I am grateful to the hon. Minister for giving us this Rajdhani Express.

By this at least the people of my constituency would see the Rajdhani Express and know what this Rajdhani Express is. The Railways are not issuing tickets from Trivandrum to Emakulam and instead they are issuing tickets from Trivandrum to Erode and the passengers are compelled to give charges for almost double distance that they are travelling. This is in no way justifiable.

Sir, I know very well that it is a common factor that Railways need maintenance facilities and operational facilities adequately for stopping these superfast trains. If it is not possible for allotting one more stoppage, let me make a *via-media* suggestion in this regard. Trichur falls in the centre of Kerala. And also Trichur station has adequate space where operational and maintenance facilities could be provided easily for

[Prof. Savithri Lakshmanan]

stopping Rajdhani Express at this station. Hence I make a request to the Railway Board for a viable study to give a stoppage of the Rajdhani Express at Trichur.

I would make my last request in today's speech. It is for a new train and a new railway overbridge. Even though there is Rajdhani Express from Delhi to Trivandrum, it is not meant for the common passengers. The old passenger train from Delhi to Trivandrum also is not in a position to carry the large number of passengers. If it is not feasible to have one more train from Delhi to Trivandrum on technical reasons, please have it from Delhi to Ernakulam in which route there is no direct passenger super-fast train so far.

Regarding the rail overbridge it is a good old dream of the people of Trinjalkuda and it happens to be in the Assembly segment of our Chief Minister Shri Karunakaran. The construction of sanctioned foot overbridge at Chalakudi in my constituency has also not yet started. I request the Railway authorities to take up these works early.

With these words, I once again thank you and I support the Supplementary Demands for Grants proposed by our Minister.

[Translation]

KUMARI SUSHILA TIRIYA (Mayurbhanj): Mr. Deputy Speaker, Sir, I would like to thank you for allowing me to speak. I have risen to congratulate the hon. Minister of Railways for the rail-line in our district for which we had to wait for 47 years and if I have to wait for the whole day to congratulate him for railways, I will do it.

Sir, the hon. Minister of Railways deserves to be congratulated. When Shri Scindiaji was the Minister of Railways, we had come to Raja Sabha for the first time. The only single metre-gauge line Rupsa-Bangriposi in our district was to be closed and we had demanded to retain that but no attention was given to our demand. Today, our Minister has done a favour to our district by including this railway line in the Eighth Five Year Plan itself for converting it into broad-gauge. I would also like to submit to the Minister that since it has been approved then he may soon commence its construction work and expedite its completion. I would like to submit this also that mere converting of metre gauge into broad gauge would not serve the purpose. The efforts should be made to link this railway line with the Badampahad railway line which was constructed by the Britishers.

The hon. Minister deserves all the congratulations but I have certain objections. Our district is very backward in regard to railway facilities and that is why, this area should be provided with some such facilities. Our area is deprived of these facilities. Our district is the biggest adivasi district. 9 out of 10 seats of M.L.A.s are reserved. If the children in this Adivasi dominated area are asked as to what material railway wheels are made of, then they answer that these are made of rubber. This answer is based on their ignorance as they have never seen a train. I would like to be brief. We have two junctions there, one at Baleshwar and the other in Jamshedpur Tata in Bihar. The people go to one corner from Baleshwar and to the other corner from Jamshedpur. There was reservation for four seats for our district from Baleshwar which was later increased to 8-10. My submission is that this reservation quota should be further

increased to provide these facilities to the people of this backward area. Till the time Sunilji remained a Member of Rajya Sabha from Rairangpur, the reserve quota of 4 seats continued but on the expiry of his term that quota was dispensed with. I submit that this quota should be reinstated to ensure the provision of more reserved seats for the people of Rairangpur.

As I have said that the rail line in our district had been constructed by the Britishers. There are Badampada and Tata Jamshedpur Junction on that line. On this metre gauge line even the small distance train are not run and the excuses are given that there is no diesel and the train services are discontinued resulting in a great inconvenience to the local people. I submit to the hon. Minister to give proper attention to this aspect. The distance between Chabua and Badampada is 10 km. but the fare is charged for a distance of 25 km. The local people have complaints about this. I submit that the hon. Minister should issue directions to the department to ensure that the fare is charged only for distance of the journey undertaken.

Mr. Deputy Speaker, Sir, the train which used to run on the rail-line in Baripada which was constructed by the Britishers has been stopped for the last two months on the pretext that there is a shortage of diesel. This train service has been stopped after the bye-election held there and congress party won the seat. The local people are under the impression that perhaps it has been done by the Congress Government. I submit that arrangement should be made to resume this train service with a view to redress the problems of the people of this Adivasi area to some extent.

I would like to draw your attention to the fact that the engine attached with the train running in our area which was old and was run by coal is being transferred to Calcutta. We are at a loss to understand this. Our hon. Minister should give attention to that also. At the time when the Minister of State for Railways was from Orissa our State was favoured with Rajdhani Express but this train runs once a week which causes great inconvenience to the people like us also. Therefore, I request that it should be made regular. Whenever we go out, we board train from Baleshwar station so, the railway authorities should be directed to make a two minute stoppage of this train at this place. Neelanchal Super-fast and Purushottom Express have a second class A.C. bogie and as a result thereof people have to buy tickets standing in a long queues. Therefore, it is my submission that one more second class bogie should be added to either these Orissa bound trains or one or two other trains. Purushottam Express runs five days a week. It should also be made regular to avoid inconvenience to us. The Orissa bound trains lack security measures leading to cases of theft in them. We receive complaints from lady passengers that they are afraid to travel alone in these trains, so, a proper security arrangements should be made. The railway-lines in our State do not have over-bridges resulting in accidents when the Cyclists or pedestrians try to cross the railway lines. The over-bridges should be constructed particularly at the places of pilgrimage in our State. I support Excess Grants 13 and 16. You have made provisions for family pension and other benefits for retired people. Family pension should be provided to the next of kins of those who die in accidents. In fact family pension is not enough, one family member of those killed should be provided employment in the Department

[Kumari Sushila Tiriya]

of Railways. Khurda and Kharagpur railway-lines in South Eastern Railway are not electrified. You are going to get enough money through grants so, you should go in for electrification of Khurda and Kharagpur railway-lines. Nuagaon station is next to our district which is at a distance of 10-12 km. If Bakeshwar station and Baripeda station are developed, it will be of great help to our people to reach railway station which is at a distance of 5-10 km. I have mentioned the problems of my districts, I do not want to speak on the problems being faced from Kashmir to Kanyakumari. Other Members of Parliament have spoken about this problem and I agree with them. The hon. Minister is requested to give full attention to my district and inaugurate the railway-line after the session. With these words I conclude.

SHRI SURAJBHANU SOLANKI (Dhar): Mr. Deputy Speaker, Sir, I have risen to support the Supplementary Demands of Railway Budget for the years 1994-95 and 1991-92. I listened to all the problems related to railways which included gauge conversion improvement in signal system at some places, while at some other places stoppage of trains has been demanded. But I am pained to say that my area does not even has a railway line, then, how can I start saying anything on these Demands? The question of making any demand would rise only when my area would have a railway line.

Mr. Deputy Speaker, Sir, I would like to draw your attention to the fact that though the survey work has been initiated with a view to construct railway lines in Madhya Pradesh, especially in Adivasi areas but it has been very conveniently put off. A survey work was started in my

constituency in 1968 with a view to construct a 182 km. long railway line and an estimated amount of Rs. 83 crore had been earmarked for this. A survey was conducted to construct Indore-Pritampur-Dahod railway line under this but it was said in the seventh five year plan that this scheme could not be completed. At that time I stated that if it could not be completed it might at least be constructed upto Indore-Pritampur is my constituency which is the last village of Dhar district. But nothing happened. Then the Government changed in 1989. The work started under the scheme with a changed name. A meeting took place in Lucknow and an amount of Rs. 297 crore was earmarked for this scheme for constructing 316 km. long Godhra-Devas-Makasi railway line in place of 182 km. long Indore-Pritampur-Dahod railway line. But when we contact the hon. Minister, he says that they do not have money. Has this work been suspended because of Adivasis? I do not want to accuse anybody. But I would like to ask as to how this work has progressed. Later an amount of Rs. 20 lakh was provided in March, 1990 and then, Rs. 5 crore and 34 lakhs was provided. Then came Sharief ji. I would like to ask the hon. Minister as to whether our demand is unjustified, illegal or illogical? The provision before this budget had been increased to Rs. 297 crore from the earlier provision of Rs. 83 crore but this budget provides a meagre amount of Rs. one thousand for this railway line. Now, if you say that there is financial crunch then we would believe it. But how can we believe that when a survey had been conducted in our constituency in 1976 and the Government had approved the scheme and provided Rs. 20 crore in the first year then Rs. 5 crore and 34 lakh were also provided. Now, what has happened now and the whole amount is to be spent under that scheme. How will the work go

on for the whole of year with the token amount of Rs. one thousand only. With great pain I would like to draw the attention of the hon. Minister to this. I do not want to rope in other matters because I want to put forth only the problems of my constituency related to the railways. Since, I am a Pilot and my flying licence is yet to be expired so I am likely to get least affected by the ups and downs of politics. I had been elected to this House in 1982 at the age of 29 only. I would like to mention that last time also when we were having a general discussion on Railways we had to sit through out the night. We had thought that this time also when we have the discussion on Railways we would put forth our demands for the hon. Minister and Shri Sharief may fulfil all the demands but after sitting throughout the night our turn came in the morning at 6.00 a.m. and when the hon. Minister gave a reply. The hon. Speaker suggested that if the demands presented by the hon. members cannot be fulfilled in this budget then these can be included in the next Budget. Thus I am talking about the last budget. I think we will have to follow 'Geeta' that we should go on performing our duties without getting concerned about the results. We are going to have a situation where we will go on making demands without getting concerned about the trains.

Mr. Deputy Speaker, Sir, how will our area develop in the absence of trains? Shri Chandulal Chandrakarji had said yesterday also that there are no customers to buy our local products. The big cities can have it through other sources, but here the farmers do not get remunerative prices for their produce. My constituency cultivates groundnuts. It is priced at Rs. 3-4 per kg. The nuts are priced at Rs. 7 per kg. The same groundnuts are sold at Rs. 9 per 100 gram, i.e., Rs. 90 per kg. The reason

behind it is that since the farmer is unable to transport it to the cities he is exploited thus by other rich people and middlemen through this big difference in rates. After sitting through the Session for the whole day I had contained myself because I thought that you would make a provision for my constituency at least in the forthcoming budget to make the people of Madhya Pradesh believe that something will happen. The members are told that there are demands for Lalitpur-Khajuraho-Satna railway line, Rewa-Bhawanipur new broad gauge railway line and Guna-Shivpuri-Gwalior-Bhind railway line etc. from Madhya Pradesh Government but if the hon. Minister hints at making some provision in the next budget then I would keep my demands limited to my constituency only. I would like to draw your attention to one more fact. The Ministers etc. go to a tourist spot for picnic in the month of November. Some people go there to watch birds. Mandav is such a place in my constituency which is very important from the history point of view. The people come to this place from all parts of our country. But since there is no railway link from Delhi to that place, the tourists cannot reach this place. Some Ministers, though, go there by Helicopters. I would like to say...(Interruptions). This is what I want to say that you should provide a direct train service facility to this place from Delhi because Mandav is a historical place.

I would like to tell the hon. Minister that the anger of the Members of Parliament and your affection for us are two separate things. You must find a way out of this affection and anger and try to provide some facilities to the Members of Parliament in the days to come. I would like to tell you one more thing here that in the last meeting I had tried to stress upon the fact that if it is not

[Shri Surajbhanu Solanki]

possible to link my constituency with train service then at least a small air-strip may please be constructed to link this area by air through a private airliner. However, I would like to say that the hon. Minister should give attention to it. With these words, I support this Supplementary Demands of Grants presented in the House.

[English]

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Deputy Speaker, Sir, the Indian Railways have over the years played an immensely significant role in the multifaceted development of the country. The Railway could be termed a veritable lifeline of the people of India. This is one single activity which in one form or the other touches the life of every one in this country whether one is travelling by Railways or not. It is primarily because of this significance, because of this vital role that Railways have been playing that we expect a lot more of the Railways and various demands are raised by the Members on the floor of the House and by the public outside. For that reason I feel that whenever any demands for Grants, Supplementary Demands or Excess Demands are presented to this House, we all unanimously agree to this. Of course, raising various other Demands is because that would be expected of a society where some development takes place and when we want that pace to be accelerated. I am sure, with the dynamism that the family of the Indian Railways has demonstrated under the stewardship of Shri Jaffer Sharief, it would just provide the necessary stimulus to bring about the acceleration that I was just talking of.

Today when I stand to support these Demands for Grants, I must

honestly first thank the hon. Minister for introducing a new Shatabdi connection between New Delhi and Chandigarh. Today itself a Shatabdi Express has been flagged off from Amritsar to New Delhi. While we applaud these attainments in which the Minister, the Railway Board and the employees of the Railways have played a major role, this is again time for us to put forth new demands.

Before I come to my area and speak very briefly about it, I would like to place on record my genuine appreciation for all the railwaymen.

They are engaged in this activity 24 hours a day to provide various facilities to the people. The progress that the Railways have made over the years is primarily due to the untiring efforts of the people in service today and also of the people who were in service many years back. When I talk of the people who were in service many years back, I do find it a little heartening to note that there is a demand for pension and other retirement benefits for the railway men. That is where I would like to tell the hon. Minister that enough is not being done really for the retired employees.

I have come across senior citizens—people who are above the age of 70 years or people who are above the age of 75 years - who at one time worked with the Railways. In the evening of their lives, they do not really expect a very comfortable life. But they do expect that the State or the Railway really look after them. But it is somewhat distressing to note that we have no Railway Hospital at Chandigarh which is a very important place, the importance of which - by virtue of its being the Capital of Punjab and Haryana, by virtue of being the

headquarters of the Union Territory of Chandigarh itself and by virtue of being the veritable gateway of Himachal Pradesh - cannot be underestimated. A very large number of retired employees reside at Chandigarh and at the two satellite towns of Panchkula and Mohali. They find it extremely difficult when they need any medical assistance or care. I have urged upon the hon. Minister in the past and I would again seize this opportunity to impress upon him the immediate need to set up a Railway Hospital at Chandigarh. Till the time one is set up there, there is an immediate need - this can be done without much difficulty - to provide this facility to the employees either at PGI or at Sector 16 Hospital. Otherwise, they can make some arrangement for reimbursement of their medical facilities which those people avail of. It is extremely difficult for the people who are in need to travel all the way from Chandigarh, Mohali and Panchkula to Delhi to get some assistance. Something has got to be done on this score immediately. That is my submission.

Kum. Sushila Tiriya spoke about the family pension. I would only like to say that that is a point which needs consideration by the hon. Minister because at present the family pension is indeed very meagre. There is also a case for providing some special old-age allowance. The Government of Punjab has given this. In the case of senior retired employees who cross the age of 70 years, they will get five per cent and those who cross the age of 80 years, they will get 10 per cent. It will be really a welcome step if the Railways were to follow suit.

Coming to some of our long pending demands, I would place the impelling necessity of linking Chandigarh with

Punjab as the most important one. Many years back a survey was carried out to link Chandigarh with Ludhiana; but, somewhere it has been shelved. Then, we learn of that there is a plan to construct a railway line between Chandigarh and Rajpura. But, nothing has been done on that score also.

May be something is going on in the file. But I would request the hon. Minister to expedite this work. We are not asking for hundreds and hundreds of kilometres of rail track. It is just a 40-km rail track in case of Rajpura and another 40 or 45 km in case of Samrala and Morinda which could put Chandigarh on the main line. I suppose, we must not ignore the necessity of doing so any longer.

The Railways have undertaken a very ambitious plan of converting some of the railway stations into model railway stations. Of course, over the years, we must acknowledge that there has been tremendous improvement in the provision of facilities and amenities to the passengers. But a station like Chandigarh should not be overlooked. I am not saying that there is nothing available at Chandigarh. But what the railway station at Chandigarh should be like, it is no where near that. Because of lack of one facility, that is, of the washing line, for any demand that we put to the hon. Minister, the oft-repeated reply to us is that because of the lack of terminal facilities, this cannot be conceded. If that is so, I suppose that at Chandigarh a provision should be made for that. I was told sometime back, while I was interacting with some people that in case of Chandigarh because an additional line exists there otherwise, it would not cost abnormally to provide that washing line which could be done at one-third of the

[Shri Pawan Kumar Bansal]

normal cost. And that would open new avenues. That would enable the people of not just Chandigarh but the people of entire region to avail of more rail facilities there. When I talk of facilities, I obviously mean the need to introduce more trains linking Chandigarh with various other important places of the country. We have often talked of the need to link Chandigarh with Mughalsarai via Amethi. For that, the route has to be followed up to Saharanpur and elsewhere. For that, some facilities have got to be provided for.

I can understand that my submission of asking for more trains or for asking for some more coaches, etc., may not be very easy to provide. But what really disappoints me is that a facility which existed for long has been withdrawn sometime back. There was a coach attached to the Kalka-Howrah Mail for detachment at Delhi and then further to be attached with the Frontier Mail for Bombay. That has been discontinued. The reason offered is that now the Frontier Mail does not go to Delhi but goes to Nizamuddin and New Delhi. With all the humility but with the utmost emphasis at my command, I would like to say that it is not convincing. It is not a valid argument but quite a specious one. If that were to be the reason for discontinuing services which were provided to people earlier, I do not know how we can say that we are really making progress. If for any operational reason or otherwise, the Frontier Mail does not go to Delhi, I suppose the bogie could have been attached to Frontier Mail at Ambala itself. We have a valid case for arguing that in many other cases, coaches should be attached with different trains from Chandigarh to be detached at Ambala and then tagged on

to various other trains leaving for different parts of the country. In that connection, I would refer to the need to add coaches for Lucknow and Patna which could very easily be done by adding some coaches to Chandigarh Express and then detaching them at Ambala, as I said, for onward journey to these places.

There is one Navyug Express. I suppose that could be easily bifurcated, a part starting from Jammu and another part starting from Chandigarh and further proceeding to Madras, Mangalore and Kanya Kumari. Chandigarh, as you know, is a place which has attracted people from all parts of the country. Today, we can really call it as a mini-India. It represents, what we call, the composite culture of India.

People from all parts of the country are living there and they feel immense difficulty in travelling to those parts. There is a very strong case for providing linkage from Chandigarh via Delhi to various Kerala bound trains also and similarly to Hyderabad. There is one train, the Uncharhar Express, which comes upto Ambala from Delhi. I am repeating this demand; earlier also I had raised this demand and I am repeating it only for the sake of adding emphasis to show that these trains are really crucial for the people of other areas around Chandigarh. I know it is easier said than done. But I am sure, given the will the Railways have, over the years, shown, this is not an impossible thing to ask for. This train can be extended from Ambala to Chandigarh, which would help connect Chandigarh with places like Calcutta, Kanpur and Allahabad.

Sir, I did want to make some more points. But knowing that I have

already crossed the time limit that you have prescribed for me, I would only conclude by monitoring just one point. When I talk of improving the facilities, there is an immediate need of a very small thing but which is really very important. Computerisation has been done at various places. The people of Chandigarh are facing some difficulty there. The number of counters is not enough to cope with the rush there. We do not have a terminal at the railway station. People are denied the facility of going in for return reservation from there. There is no reservation counter at Mohali and Panchkula. So, all the rush is actually concentrated at one place in Chandigarh. It makes it difficult for the people to cope with it as also for the employees to provide timely and satisfactory service. I would request the hon. Minister to look into these questions so that the rail service from an important place like Chandigarh indeed become very comfortable.

19.00 hrs.

SHRI LAETA UMBREY (Arunachal East): Mr. Deputy Speaker, Sir, you will be surprised to know that my constituency is spread over 42,000 sq. km. area and the nearest railway station that we have is the one in Assam, which is more than 30 km. away from us. So, last time when the Railway Budget was being discussed. I decided not to participate in the discussion. In the meantime, I have received many letters from my constituency regarding various grievances of the people. I know that the Minister is already over-burdened to meet the demands of my other colleagues. Therefore, I am not going to demand any new railway-line in my constituency but I would request for the improvement of the facilities which are already there in Assam.

Assam happens to be the gateway of the entire North-Eastern region. You will be surprised to know the conditions of the trains there. Assam is mainly connected with Guwahati, which is supposed to be the largest and perhaps the only city in the North-East which is accorded maximum importance. People from various States in the North-East come to Guwahati for different purposes. Some people come there for business. From Guwahati they can go onward to Delhi or anywhere in the North or South India. But the rail service is very poor within Assam. The condition of the train is so poor that you cannot think of travelling in them. There is no light, no proper drinking water facility and toilets are also not clean. It is about 10 hours journey from Tinsukia to Guwahati by road but it takes more than 36 hours if you travel by train. This being the position, how can one think of travelling in trains? It is really unimaginable.

We are thankful to the hon. Minister for extending Rajdhani Express upto our area. Every Monday it leaves Delhi for Guwahati and every Wednesday it leaves Guwahati for Delhi. But, this is not sufficient. Its frequency has to be increased.

MR. DEPUTY-SPEAKER: How much more time will you take, Mr. Umbrey?

SHRI LAETA UMBREY: Sir, I will just take three or four minutes more.

There are a number of trains which originate from Guwahati and go to Southern States. Many Government employees and a number of businessmen travel in these trains. A number of our children from North-East

[Shri Laeta Umbrey]

go to South for study. There are a number of good hospitals in South where people from North-East go for treatment. But, the facilities that are being provided in these trains are really horrible. At the same time, they are not punctual. Suppose, a Government servant has 10 days' Casual Leave in his account, he cannot think of going to Trivandrum, Bangalore or anywhere in the South. We are not demanding for any luxury but we demand that at least the services for which we pay, should be of the highest quality. And, at least punctuality should be there in almost all the trains and more particularly in the South-bound trains like the Cochin Express, Trivandrum Express and the Bangalore Express. This has to be looked into.

Then, Sir, near my constituency, there is a railway station viz., Dholla or Saikhowaghat. Before Independence, there was a longer railway-line than what it is today between Tinsukia and Dangri. Earlier the distance was more than 20 kms. from the border of Arunachal Pradesh. I do not know why the distance had been reduced. There is no facility for booking of tickets. So, the ticketing facility has to be extended.

Sir, there is another train that is running between Tinsukia and Ledo. There, we have a coal-field. The trains that are running between these two places carry only coal and not the passengers. I would request the hon. Minister to extend the facility for carrying the passengers also. If it is done, then a lot of poor people will be able to travel by trains.

Sir, across the Brahmaputra river which is in my constituency, there is a place called Pasighat. Sir, at the moment from Bongaigaon to Murkongselek, I think you do not have any proposal to convert the metre-gauge

line into a broad-gauge line. When we were in schools or colleges, we used to call the train which was running between these two sections as a bullock-cart. The main reason for calling that train as a bullock-cart was that that train was running much slower than the bullock-cart. That train used to stop at each and every place. If a passenger wants to get down at one particular station, he can very easily get down or else if a passenger wants to get down from a moving train, he can do so very easily. I would request the hon. Railway Minister to make some improvement. And unless you convert that line into a broad-gauge line, I do not think, the conditions will improve.

Sir, these are my demands. I am sure the hon. Minister, with his long innings and experience not only in the Railway Ministry but also in other places, will definitely look into the problems that I had brought before the House.

MR. DEPUTY-SPEAKER: Mr. Pawar, you just speak one sentence, then we will adjourn the House.

[Translation]

SHRI HARPAL PANWAR (Kairana): Mr. Deputy Speaker, Sir, I thank you for allowing me to speak on Supplementary Demands for Grants of Railways.

[English]

MR. DEPUTY-SPEAKER: Mr. Panwar, your name will be called tomorrow. You are on your legs. The House stands adjourned to re-assemble tomorrow at 11 a.m.

19.06 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Friday,
August 12, 1994/Sravana 21, 1916
(Saka).*