

[Sh. Sontosh Mohan Dev]

working of the Kudremukh Iron Ore Company Limited, Bangalore, for the year 1991-92.

(ii) Annual Report of the Kudremukh Iron Ore Company Limited, Bangalore, for the year 1991-92 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-2473/92]

(2) (i) Review by the Government on the working of the Sponge Iron India Limited, Hyderabad, for the year 1991-92.

(ii) Annual Report of the Sponge Iron India Limited, Hyderabad, for the year 1991-92 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-2474/92]

Memorandum of Understanding between the North Eastern Electric Power Corporation Ltd. Shillong and the Department of Power for 1992-93.

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI KALP NATH RAI): I beg to lay on the table a copy of the memorandum of Understanding (Hindi and English versions) between the North Eastern Electric Power Corporation Limited, Shillong and the Department of Power for the year 1992-93.

[Placed in Library. See No. LT-2475/92]

Memorandum of Understanding between the Projects and Equipments Corporation of India Ltd. and Ministry of Commerce for 1992-93 etc.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI

SALMAN KHURSHEED): I beg to lay on the table a copy of the Memorandum of Understanding (Hindi and English versions) between the Projects and Equipment Corporation of India Limited and the Ministry of Commerce for the year 1992-93.

[Placed in Library. See No. LT-2476/92]

(2) A copy of the memorandum of Understanding (Hindi and English versions) between the State Trading Corporation of India Limited and the Ministry of Commerce for the year 1992-93

[Placed in Library. See No. LT-2477/92]

14.58 hrs.

**SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS) 1992-93 - CONTD
AND
DEMAND FOR EXCESS GRANTS
(RAILWAYS), 1988-89**

[English]

MR. DEPUTY SPEAKER: Now, we will take up items 9 and 10 together. Shri Muniappa. He is not present. Shri Vijay Kumar Yadav.

[Translation]

SHRIVIJAY KUMAR YADAV (Nalanda): Mr. Deputy Speaker, Sir, Railways is the lifeline of every country, but unfortunately the present Central Government though admits of the regional imbalances yet it does not do anything to remove them. Especially adequate assistance is not given to the backward States for expansion of rail network.

During the debate on the Railway Budget, both the Hon. Speaker and the Hon. Prime Minister, during their interventions on the issues relating to Orissa, Bihar, Bengal and other backward States, assured that the hon. Minister of Railways would take up these issues with the hon. Members of these

States separately. As a matter of fact meeting was convened by the hon. Minister to which the hon. Members were also invited, but till date no action has been taken on the demands raised on that meeting.

Unfortunately, Bihar is very backward from the rail facility point of view. Even though many seasoned hon. Members from Bihar have been the Minister of Railways, yet they did not take any steps for the expansion of railways in Bihar whereas other hon. Ministers of Railways concentrated more on their constituencies and States in the matter of expansion of railways. Even in the last Budget session issue of North versus South and one State versus another State did crop up. After the discussion it was felt that in view of the resentment by the hon. Members in the House, the hon. Minister of Railways will definitely improve the things, but unfortunately no change in the attitude of the hon. Minister is evident.

15.00 hrs

[SHRI P.M. SAYEED *in the Chair*]

I would like to submit that for a long time electrification of Mughal Sarai Asansol line which is an important line passing through Bihar - has been pending. As a result of this the most prestigious train does not run on this line, but is diverted via Gaya. If it is possible then this train should be run via Patna twice a week. For 20 years bridge on river Ganges in Patna is being demanded. Many previous Ministers in their Budget speeches assured construction of bridge on the Ganges in Patna so as to provide a better link between North and South Bihar, but till date the bridge on the Ganges has not been constructed, nor is there any provision for it in this Budget.

Assistance to the tune of crores of rupees is given by the Government of Japan for the Buddhist circuit under which Sarnath, Bodh Gaya and Rajgir are to be linked. Time and again linking of these places by rail has been discussed in which the Government of Japan is also taking interest and has given some assistance too. For the development

of this circuit I would like to request the hon. Minister to link Rajgir with Bodh Gaya. Rajgir is a place of religious importance for Hindus, Muslims, Jains and Buddhists yet it is being neglected. Though it is not economically viable, yet the Government of Japan is willing to come forward with assistance. Therefore, Government should order fresh survey to explore the possibilities. If this line is linked, then it will definitely become viable and will be of immense advantage for the people of the area.

Mr. Chairman, Sir, an old metre gauge line-Fatua Islampur- has already been nationalised. It has also been closed and no train is being run on it. That area is inhabited by lakhs of people. Therefore, I request the hon. Minister to construct a broadgauge line and resume train services on it. Over bridge should be constructed on the rail line passing through Patna by pass. In Jamalpur Steam Engine Workshop 22,000 workers are on the rolls. Because of the decision of the Government to phase out the steam engines an uncertainty has arisen about the fate of these 22,000 workers. Nowadays wagons are repaired in that workshop and they have discharged this responsibility with excellence. There is already infrastructure. Therefore, I request that wagons and coaches should be built in that factory as infrastructure is already there. This will too remove the damocles sword of unemployment hanging on 22,000 workers on the rolls of the factory.

For years, superfast trains are running between Calcutta and Delhi. However, Superfast trains are now only for name's sake because political pressures halts have been provided at short distances to these trains without any justification and where halts were needed there these have not been provided. Therefore, I request halting of trains like Himgiri, Deluxe and Tinsukia at Bakhtiarpur, a main junction. Patna and Gaya are major towns, but there is single linking line from Gaya. Since 1980 I am a Member of Parliament and even from the earlier records, it is clear that doubling of this track is a long pending demand. Some former Ministers of Railways gave an assurance in

[Sh. Vijoy Kumar Yadav]

this regard both to the Railway Consultative Committee and Informal Consultative Committee. Shri Madhv Rao Scindia himself gave an assurance to these committees that the track will be doubled, but till date no steps have been taken in this regard. Both Patna by pass and Fatua, through which the rail line passes are quite busy, thereby causing a lot of inconvenience to the passengers. Therefore, I demand construction of overbridge over there.

Many districts in Bihar are not connected by rail. Hazaribagh, the famous town, is not connected by rail till date, though it has been a long pending demand. To my mind this demand should be accepted quite justifiably but you will say that there is shortage of funds. Alright there could be a resource crunch but it has been a long pending demand which I think be accepted.

Railway amenities are continuously deteriorating. Additional/Supplementary demands for grants are being sought to be approved by the House and the fares are also being continuously revised. The hon. Minister for first hand experience of the things should himself travel by rail, not in special saloons with all the paraphernalia, as the people's representative, but as an ordinary man. Because after the appointment as Minister nobody travels by train and therefore remains in the dark about the difficulties of the Rail passengers. Earlier when you were not a Minister you also used to travel by train because everyone who is not a Minister travels by train only. You are definitely in know of the things, but after appointment as Minister you have turned a blind eye. Therefore, travel in the trains even after becoming a Minister, as an ordinary man without being recognised that the Minister of Railways is traveling by train. Then you will come to know of the difficulties of the Members and the passengers and the treatment being meted out to them, thereby giving no scope to anyone to complain. Improvement in amenities is always promised and the fares are also continuously revised, but the amenities are never

improved. Though committees have been formed at various levels yet their functions are not known. MPss should also be associated with these committees. I am not submitting all this to you to associate me with these committees, but to make these effective for monitoring things. These committees should directly submit their reports to you. Both you and the Government should do something for the people who elected you and gave power in your hands with high hopes. Despite the resources crunch and other difficulties effective possible steps must be taken. You should not just care of passengers traveling by AC and First Class, but also for the ordinary public.

With these words I conclude.

SHRI KIRIP CHALIHA (Guwahati): Mr. Chairman, I rise to support the Supplementary Demands for Grants and also the Appropriation Bill. I must honestly offer my thanks to the Railway Minister.

MR. CHAIRMAN: I would request all the speakers to conclude their speeches within five minutes.

SHRI KIRIP CHALIHA: My speech will be for less than five minutes.

I must thank the Railway Minister for taking a decision to convert the metre guage line into broad guage which has been a long standing demand of the people of Assam and of the people of the entire North-East. But I must point out that the Railway's catering to the North East has been a tale of deliberate neglect. In fact, if a railway line is the lifeline of a region's progress, I must say that the lifeline of the North-East has been established only by the Britishers and since the establishment of the lifeline by the Britishers, the North-East has been on artificial respiration.

Only a portion of the line has been converted to broad guage and now the first phase of conversion of the line from Guwahati to Laland has started and we are happy and hope that the entire line from Guwahati to Dibrugarh and Guwahati to Lakhimpur will

be completed within this plan period, on time. But I must point in this connection that the funds allotted for the current year are not sufficient and because of that the work may go very slowly. I would request you to look into this aspect and see that the works do not go slow because of smaller allocation which has been made for this year. I would also like you to take note of the fact that in Assam there is no railway line which is electrified. In the entire Assam area not a single kilometre of line has been electrified, during all these plan periods. So, I would like to make a strong demand for electrifying certain lines in Assam during this plan period.

Similarly, for supply of foodgrains we are totally dependant on Railways because if we depend only on road transport, due to recurring flood and other natural calamities the road transport becomes affected as a result of which food supplies will not reach the destinations in time. That is why the Railways should pay special attention for carrying essential food items to the North-Eastern States. But I am sorry to point out that for getting necessary food supplies, sufficient wagons are not available. Even for carrying essential items like salt, people have to wait for the allotment of wagons. So, I would request the hon. Railway Minister to look into this and see that at least in matters of essential items the Railways should give more wagons expeditiously and on a priority basis.

I would also request the hon. Railway Minister to see that more and more Computerised booking is made available in the railway stations in Assam.

Sir, I would now like to speak about the general superintendence of Railways. The journey from Delhi to Assam is a matter of about 36 to 40 hours in a superfast train. I feel that the time of these 36 hours has been stretched to 50 to 60 hours because the trains are invariably running late. There is no superintendence whatsoever, there are also lots of thefts on the way. In the earlier days of Romans, to marry a girl the suitor was asked to fight a dragon, but nowadays a boy who can travel from Guwahati to Delhi with

full luggage without incurring any loss or damage to his property or without suffering from diarrhoea is considered to be a very smart man for a marriage. Sir, travelling from Guwahati to Delhi is a very painful affair. There is already a psychological gap in the minds of the people of the North-East which can be bridged only through communication and exchange. Unfortunately the tiring journey increase the psychological gap because the better journey makes them psychologically bitter.

There are regular cases even of theft in these trains. If you approach the railway police about, there is no cooperation whatsoever. In fact at many places there are allegations that people in uniform connive with the antisocial elements. There are so many complaints like that. Last month one Khaki lady had such a traumatic experience that she almost fainted after losing all her valuables and because of the psychological helplessness she was subjected to during the journey, she was hospitalised.

Similarly if the Travelling Ticket Examiners supervise the journey in trains, then we feel there should be more supervisors to supervise the T.T.Es. because these TTEs hardly do their work. If you have a reservation, you hardly get the seat, but if do not have reservation and pay Rs. 50 Rs. 100 as bribe, then you can travel very comfortably. So, kindly see that such things do not happen. The station which lie between U.P. and Bihar are quite numerous and I feel that many stoppages are not necessary because they make the train journey unnecessarily long and tedious. If a person has to come from Guwahati to Delhi, he should be able to arrive here in a lesser span of time so that the journey becomes comfortable. I am afraid that this is not the case and that is why, there is a very strong demand and I would like to request the Minister to think very seriously and take a decision. I would like to state that a Rajdhani type of express from Guwahati to Delhi is an absolute necessity.

Similarly, for encouraging tourists to come to the North-East, I feel that special trains with tourist facilities from Guwahati to

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Kaziranga and also from Guwahati to Manas should be introduced, as early as possible. Then, there is a long-standing demand for the establishment of a divisional headquarters of railways at Ramgia. I would like to draw the attention of the hon. Railway Minister that one of his predecessors, late Shri Kamalapati Tripathiji, when he was the Railway Minister, he attended a public meeting in Ramgia in my constituency, near Guwahati and he had publicly promised that a divisional headquarters will be established in Ramgia. Since then, so many Railway Ministers have taken over including the fiery George Fernandes, but nothing has been done up till now. So, I would request the hon. Railway Minister to kindly take an early decision in this matter.

Sir, lastly, I would like to say a few words about the Railway Recruitment Board. That Board has become a source of high corruption and for every job, the railway officers demand Rs. 20,000/- to Rs. 25,000/- including the clerical posts. In order to stop this, I would like to request the Railway Minister to kindly reconstitute the Railway Recruitment Board with members of Parliament or the public representatives so that there is lesser corruption and our younger people are absorbed in the railways.

With these words, I thank you very much for giving me this opportunity.

[Translation]

SHRI VIRENDRA SINGH (Mirzapur): Mr. Chairman, Sir, I rise to draw the attention of the Government in regard to the Supplementary Demands For Grants in respect of the Railway Ministry. Railways play an important role for the development of any region. However, the Railway Budget presented in the House by the hon. Minister was full of anomalies. All the hon. Members had raised an objection that the Budget had not been prepared with a balanced view and that there were anomalies particularly in the matter of allocations to North and South and East and West. I have no hesitation to say

that Andhra Pradesh being the home State of the Hon Prime Minister, maximum were allocated to develop Railways in South whereas the development of North has been totally neglected. Andhra Pradesh is the home State of the hon. Prime Minister and fortunately or unfortunately the hon. Minister of Railways also belongs to South. Therefore, I have no hesitation to say that the Railways paid maximum funds attention to the development of South particularly while North East and West have almost neglected. I am making a very important submission. The hon. Minister could talk to the hon. Member afterwards. He may please listen to me first. Provisions have been made for the development of Railways in the country. This is the money of the poor and rural people who work hard but lead a very miserable life. It is their money which reaches country's exchequer. The money does not come from the hon. Minister of Railways' or the hon. Prime Minister's pocket so that it can be spent for the development of South only. Therefore, my submission is that there should be balanced development of North also on the basis of the size of the population in the region. (*Interruptions*)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Please talk of the development of the entire country and not of North and South.

SHRI VIRENDRA SINGH: Development of the entire country should be made in a balanced way and in accordance with the size of population. If you do not want, you may not agree.

SHRI C.K. JAFFER SHARIEF: It is not good, I will tell you later.

SHRI VIRENDRA SINGH: It is also good that South should be given more weightage in the matter of development in railways. One such glorying example is what has been given in the book. The Government propose to convert 337 km. of metregauge lines from Madras to Tiruchirapalli into broadgauge whereas in North only an 80 km. metre long track from Kothkapura to Fazilka and 35 km. from Purulia to Kotshila

will be converted from metregauge to broadgauge. It proves that the Government pays more attention on particularly to the development of South while Eastern Uttar Pradesh already a backward region is being neglected.

The previous Government had approved the proposal of converting the metregauge line that links Banaras to Bihar into broadgauge, but the present "Government diverted the funds of this Projects to some other project and kept this project pending. The work on conversion of metregauge lines into broadgauge line between Banaras and Chapra has also been stalled. Mr. Railway Minister, all projects of converting metre gauge into broadgauge in the North have been stalled due to paucity of funds. When Shri George Fernandes was the Railways Minister, he had approved the proposal of converting the line that connects Deoria to Bihar and construction of Bagaha-Chhitauni bridge. But the work on all these projects have been stalled due to paucity of funds.

SHRI C.K. JAFFER SHARIEF: You talk to the Government of Uttar Pradesh for this. You are an M.P.

SHRI VIRENDRA SINGH: The Government of Uttar Pradesh has nothing to do with railway lines or the Ministry of Railways.

[English]

MR. CHAIRMAN: He is alleging. Please hear him. He is alleging against the Prime Minister.

[Translation]

SHRI RAJVEER SINGH (Aonla): Mr. Chairman, Sir, I will conclude within half a minute. Just now, the hon. Minister of Railways dragged the Government of Uttar Pradesh into the discussion. I would like to ask whether there is any relation between the Government of Uttar Pradesh and the Ministry of Railways. Besides, will the Minister of Railways please reply as to how much money does the Ministry of Railways owe to

the Government of Uttar Pradesh and by what the former is going to clear those dues.

[English]

MR. CHAIRMAN: You please resume your seat. You can reply to all the points raised, when you get your chance to speak. There is no time now. Shri Virendra Singh, you have already taken five minute. You will have to wind up now. the hon. Member was referring to Uttar Pradesh. That is why, the hon. Minister also mentioned about it. Please conclude your speech.

SHRI C. K. JAFFER SHARIEF: I do not want to intervene or try to interrupt the discussion. I entirely agree with you. Let them speak. I can finally answer. But the problem is the hon. Member wants to create an impression that we are doing things in a partisan way. It is not proper. I am not able to answer in such a lengthy way. It is better we should clear when some point is raised. It is not the question of Railway Ministry. Railway Ministry, Central Water Resources Ministry, the Government of Uttar Pradesh, the Government of Bihar, all the four have to fund that Bagaha Chhitoni Bridge.

[Translation]

SHRI VIRENDRA SINGH: But why the work of conversion of metregauge line that connect Banaras and Bihar has been stalled for want of funds. Through you, I would like to urge the hon. Minister of Railways to enquire as to why the work that was once started was stopped. The work should be resumed early. Only then development of eastern Uttar Pradesh could be possible.

I would like to make yet another submission in respect of the Ministry of Railways which is very important. We should not only extend the railway facilities to rural areas but also link the villages with development. One may ask what relations do the Railways have with villages? In reply to that I will say that village youth take interest in sports. due to lack of job opportunities, they work in fields as farmers. I want that talent players from villages

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should be provided jobs in railways on priority basis, which they deserve. One will come across a number of such young boys in villages who can become good players with a little bit support. I know that the railways have been extending help by providing jobs to promising players. However, the work is not being done with required honesty. Therefore, I would like to submit that in order to ensure that politics does not enter sports, jobs should be provided to village sportsmen in railway service. If this work is done honestly, our country will not have to face the humiliation it had at Barcelonathistime. Therailways can certainly make its contribution to this task. If this Ministry extends its cooperation, we can certainly avoid the humiliation we had to face at Barcelona. Therefore, I would like the Government to pay attention to it and take some concrete measures in this regard. With these words I conclude.

[English]

SHRI P.C. THOMAS (Muvattupuzha): Sir, I will be very brief because I have already given the points to the Minister in the Consultative Committee which was there two days back. But I will just mention one or two important points which I would like to mention.

Sir, I support the demand. I would request the hon. Minister, through you, to immediately consider favourable the demand of almost all the Members of Parliament from Kerala to start a new train from Delhi to Kerala in addition to the only one daily train we have to Kerala, that is, the Kerala Express. Here, I would like to say that it is not the Rajdhani-type train which we would like to have because for the common man it is urgently needed that there must be more number of seats in the Second-Class. So, I plead with the hon. Minister that the hon. Minister may be pleased, by way of a reply today or by way of an answer to the Starred Question on the same terms which I have put and which has come up for reply tomorrow, to give a favorable answer in this regard.

Sir, there is not much of evidence that I could give with regard to the thrust and the number of persons who want to go to Kerala. This is the train which has to cover and also cater to the needs of eight States. It also caters to the need of specifically Tamil Nadu especially from Madras onwards and up to Coimbatore. All persons who have to go from Madras up to Kerala covering almost the entire breadth of Tamil Nadu would like to use a train which goes from here to Kerala which goes through Jolarpet and then towards Kerala. Now, I plead once again that this train may be started.

With regard to the other points, I do not want to go into the details. I would just like to say that the electrification steps which have been promised with regard to the route from Erode to Ernakulam may be speeded up. It has come in the Budget but no further efforts have been made. So, I would plead with the hon. Minister that the electrification steps be taken up immediately.

I have got one suggestion to make. Now, the hon. Minister has taken up a huge programme and it is being done successfully. It is about the conversion of metre-gauge to broad-gauge. There is a metre-gauge line in Tamil Nadu which comes up to Bodinayakanur. I pray and plead with the hon. Minister that that line which is going to be converted as per the new scheme may be extended up to Cochin with Madurai.. I will be a very important route connecting the two States. I have also got one more suggestion and which is already there in the Railway Status Paper of 1990. It is being suggested again and again and which has been started also by the Kerala Government. It is about Sabarimala. As you know, Sabarimala is a place where lakhs and lakhs of pilgrims are going every year. There is a place called Erumeli where lakhs and lakhs of people come first and then all the Hindu pilgrims go to the Muslim Mosque. I think that this is a very good example of secularism. Very many number of people are going to worship or to pay homage to the Muslim Saint Vavar in Erumeli Mosque and then from there they go to Sabarimala. I would pray that this route may be considered favorably. I urge upon

the hon. Minister to take steps in this regard at the earliest possible time.

SHRI K. P. SINGH DEO (Dhenkanal): Mr. Chairman, Sir, I rise to support the Supplementary Demand and the Demand for Excess Grants (Railways). Although both of them are bad budgeting yet due to exigencies of situation, they have been brought before this House. (*Interruptions*)

I have to support it. I do not have a choice like you (*Interruptions*)

MR. CHAIRMAN: Shri K.P. Singh Deo, please address the Chair. You need not reply to them. Do not interrupt, please.

SHRI K. P. SINGH DEO: I have really one point. Although this is not the occasion yet I would like to take advantage of the discussion. The House Committee of the Orissa Legislative Assembly from Orissa had come led by the hon. Speaker. They have given a memorandum to the Prime Minister and to the Railway Minister regarding the new railway lines and track expansion and new zonal office in Orissa either at Rourkela or in Bhubaneswar and a new Division of Rourkela and a survey of certain new railway lines.

Before Independence, from 1892 to 1947, the Britishers had put in about 1000 kilometres due to imperial needs and mostly to connect the presidency cities. From 1948 to 1992, we have also put in 1002 kilometres. Therefore, the share of Orissa is only 2002 kilometres as against the 62,367 route kilometres of the Indian Railways which comes to only 3.21 per cent. And the Orissa's situation has been stated by most of our colleagues. Madhya Pradesh, Bihar, Orissa and West Bengal have always suffered from backwardness because of lack of infrastructural facilities and specially the railways who have gone mostly on techno-economic consideration rather than social cost benefit. Therefore, even after Seven Plans, we still remain at the lowest rung of the economic ladder. This is a State which is always beset with natural calamities like drought, floods and cyclones. If the

imperial Government prior to 1947 could construct railway lines because of these conditions, I think, the popular Government should go one step further and bring these Stages upto all-India average.

I would just run down some of the points which have been given in the memorandum. One is the zonal headquarters at Bhubaneswar with another division at Rourkela. Then about new railway lines, one is the Jakhapura -Banspani 179 kilometres which would open then up the entire tribal areas and mineral area to the port at Paradeep and the hinterland. only 33 kilometres line, that is, between Jakhapura -Banspani has been completed. This Jakhapura-Banspani was approved by the Planning Commission. It was the approved Projects. But it has been abandoned for the last two years.

Second is the survey from Daitari, Sukhanda, Bhuvan, Kamakyanagar, Talchar because with the proposed steel plant at Daitari and Yesterday's paper carried a news item that with Chinese cooperation, there is second steel plant coming up. This takes a more important role because already it is saturated line especially between Kharswar and Barajanda. Therefore, Kharswar Kharagpur line is also over saturated. Then line between Barang-Kapilas Road, Cuttack-Paradeep, Khurda Road-Puri and the single line section Talchar and Gopalpur because 30 million tonnes of thermal coal is expected to be exported through Paradeep and the coal producing areas are going to produce 58.21 million tonnes. Therefore, to get rid of the saturation, this line is also very very important. This will avoid the existing line to Paradeep.

Then the Lanjegarh Road to Janagarh Ambaguda 54 kilometre lines is also an approved project of the Planning Commission. But so far not much progress has been done. Now the Planning Commission has also given a letter of intent to the Ministry of Industry for an alumina plant at Kalahandi district. This also is very important. Then a line from Bolangir to Khurda Road across Phulbani which is 100

[Sh. K.P. Singh Deo]

per cent tribal area, is also important. There is no connection between the Western Orissa and the Eastern Orissa. This will connect tribal areas going through the breadth of Orissa. Then a line connecting Malkangiri to Jeypore, Rayagada to Gopalpur port and the conversion of Rupsa-Bangiriposi and Naupada-Gunupur 90 kilometres from narrow gauge to broad gauge is important.

About the location of Wheel and Axle Plant, the hon. Minister is having one at Yelhanka, we would like one at Rourkela and already the Government has been pressing for it. The Railway Board has also looked into this. And I urge upon the Railway Minister to look at it with sympathy.

Sir, with regard to electrification, 3,500 kilometres are being electrified in the Eighth Plan. But once again Orissa has been left out totally. Only Delhi-Howrah and Delhi-Bombay lines have been selected but, the Calcutta-Madras line has not been selected.

With regard to sub-urban traffic rapid transport system rest of the metropolises are getting this advantage. The traffic from Jharsuguda Raurkela-Chakradharpur, from Berhampur-Bhubaneshwar, from Cuttack-Bhubaneswar and from Talcher -Angul -Dhenkanal- Bhubaneswar should also be considered.

[Translation]

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Mr. Chairman, Sir, I shall not make any such demand while speaking on supplementary demand which may create trouble for you because I understand your condition. I present some such demands which do not involve much expenditure.

In West Bengal there are 35000 railway hawkers. on I had made their reference earlier also. A large number of the refugees had come from Pakistan after the partition. Most of them are railway hawkers. Today you have adopted a policy of modernisation. A large number of sick mills are closing down

and the workers are being retrenched. A large number of them are becoming railway hawkers. The Railway Police Force takes undue benefit of them. I appeal you to give them licence. If they get the licence to hawk in local trains, their difficulties will end and those who take undue advantage of them shall not be able to do so. By this, your department will also earn some revenue.

My constituency is Murshidabad. At one time it was the capital of Bengal, Bihar and Orissa. There is a very big museum here but there is no I.T.D.C. hotel here. Every year, 14-15 lakh tourists visit this place. I demand that you should provide a retiring room for them. You give this on lease to the congress candidate who lost election to me. I will not have any objection.

Does our minister have the experience of sleeping on the back of a camel? Sleeping in the first class compartment of the train that runs on Lalgola section is comparable to sleeping on the back of a camel. This coach belongs to the time of the East India company. You should try to replace it.

The fare of the chaircar of Rajdhani express from Delhi to Howrah is almost 600 rupees but the journey lasts 18 hours. You should talk to the technicians and get it converted into three tires. It will not cause any loss and work will be done very easily. You will start earn extra revenue. The passengers will get some comfort for 18 hours.

You should consider our demand of making the Howrah-Delhi express a seven day service. There has been discussion time and again in this house, about the retrenched workers in the railways. You had also given us an assurance that this demand of ours will be met. You should consider it and fulfill it.

We had even earlier made a demand for the recognition of the R.P.F. union. The recommendations of the Committee on subordinate Legislation have also been received. There is no hurdle of any kind, but even then you are not paying any attention to

it. This is not correct. You should fulfill it.

Whatever suggestions I have made will not involve any expenditure. Yes 14-15 lakh rupees may be spent on the retiring room. If you grant licenses to railway hawkers, you will get money from them. You should certainly ponder over all these issues. The public will be benefited by this. I wanted to say only this much.

SHRI KRISHAN DUTT SULTANPURI
(Shimla): Hon'ble Chairman Sir, I would only like to say that in Himachal Pradesh, not even an inch of railway line has been laid beyond Shimla after independence. The present railway line was laid during British time.

Work to construct A railway line between Nangal and Jalwara via Una was started, but that too is lying incomplete. That work has also not been completed till now. I will raise this issue at the time of budget. My only appeal to the hon'ble Minister is that in Himachal Pradesh, we have good production of apples, potatoes and other crops but there is no adequate arrangements for their booking. Some facility should also be provided to our people for the transportation of large quantity of vegetables. Earlier there was a train between Kalka and Amritsar, which has now been withdrawn. People used to go to Amritsar by this train and they were benefited by it as it is a centre of pilgrimage. Therefore, that train should be restored.

Although the railway department is working very smoothly but no measures have been taken to check the people who have enriched upon Railway land. A dam is being constructed in Kangra, in which a large area of railway land does not come under use then it would be better if that land is allotted to the people of that place. If that land is allotted to poor people, they will be benefited by it. At present this is neither benefiting railways nor the people nor has been brought under any plantation. That is why the railway department should take all these things into consideration.

So far as industries are concerned industries have been set up in Ponta Sahib, Parbanu, Kala Aam and Indore, Mahadpur and in the entire lower belt. Industrialists always want that their goods should be transported by railways but till now, they do not have this facility. In the old surveys conducted at the time of Shri Kamalapati Tripathi it was assured at the time of budget that this railway line will be constructed. Other ministries had also given such assurances. The surveys have been conducted but it has not yet been constructed. I would like to say that when you intend to develop the lower plains and remote areas and also the big cities, you should also pay attention to hill areas and it should be ensured that the land of those people should not be acquired. The Government of India should give compensation to them in case their land is acquired for laying rail lines. Those who have set up industries there, are facing a lot of problems regarding transportation of their goods. Trucks for carrying the goods to the market are not available and even the facility of railway line is not available. In such a situation, our common people have to bear the burnt of rise in prices. The only way to stop this is that the maximum possible facilities should be given. A number of Surveys have been conducted to lay the lines between Kalka and Parvanu, Nalagarh and Ropar, Jagadhari and Paonta Sahib, but the facility is not yet available. I want that attention should be paid to them. The Konkan line is mentioned here time and again. I went to Bombay recently, and I realised that this line is most essential. This line will go from Goa to Kerala. Even the people of Orissa have made many demands which seem to be justified.

I would also like to say that the hon'ble minister should fulfill the promises made by him at the time of the rail budget, so that the people may be benefited. With this, I conclude my speech.

SHRI RAJVEER SINGH (Aonla); Mr.
Chairman, Sir, I would like to make two or three points. I would like to draw the attention

[Sh. Rajveer Singh]

of the hon. Minister of Railways to the inactiveness on the part the Ministry of Railways. The Ministry of Railways has been suffering loss continuously. By increasing rail fare and imposing new taxes common people, are made to suffer. The train service is deteriorating day by day. Trains are running late and no attention is paid to the passengers amenities either it is a New Delhi Station or small station in a village. You will find the people are not getting even essential facilities there. It has been found that the entire platform is without any shed, and people get wet in the Rainy Season. There is no arrangement for sitting on small stations. The condition of the waiting rooms is such that people do not have even sitting facility in them. If there is at all any facility to sit on, it is occupied and spoiled by animals makes the passengers difficult to sit on. Such is the plight of the Railways, yet it always demands some money and it is allocated from the Budget. In spite of all this the people are not getting any benefit.

Mr. Chairman, Sir, through you I want to give one or two suggestions. If they are implemented, the people may probably be benefited by them. Long distance trains between madras and Delhi and Calcutta and Delhi or Bombay and Delhi run without taking any rest or break. By there are certain trains which need rest for 14 hours. A train starts from Lucknow for Delhi at 7 in the morning. The very train starts at 9.30 p.m. the following day. Thus this train is stationed in the yard but the Government says that there is no such facility there. The train should be started after 7 a. m. and in the evening it should be started at 6 or 7 O'clock from the opposite side. The Government will not have to spend more money on it. In this way, it will increase the income of the Government and will also be more convenient to the people. Otherwise, what happens today is that people are compelled to sit on the roof of the train and there is a huge rush. If this facility is provided, the people will get relief. I request the Government to implement this suggestion even on experimental basis.
(Interruptions)

I am concluding within two minutes. Bareilly is a very important station. But there is no goods train for Delhi from there. Recently, Shri Khurana went there from Delhi. The train stopped there at 2.30 p.m. and he was able to get a train at 2.00 a.m. only. There is no train which may start from there around 10 a.m. and arrive at Delhi at 6 a.m.

We the Members of Parliament often go there and we have to waste two nights in journey. Earlier, there was a very good train between Bareilly and Delhi, but it is not known why that train has been cancelled. I request to introduce an express train which should start at 10 p.m. and reach here around 5 or 6 a.m. Similarly, it should start from Delhi around 10 p.m. and arrive Bareilly, around 6 or 5.30 a.m. Bareilly is an important place.

I would conclude after making one more point. Previously coaches were attached from Bareilly to the trains bound for Bombay but now this facility has been withdrawn. I request the Government to introduce a direct train from Bareilly to Bombay via Aligarh. It is a broad gauge line this should be got repaired, and its survey has already been conducted and goods trains with heavy loads run on that line with high speed. A train from Bareilly to Agra runs on that line. The train runs at a very slow speed and it is worse than even passenger train. It has been named Express Train but it takes 14 hours to reach Agra. I request the Government to provide facilities to the people. I have been given the opportunity to speak at the fag end of the day. The hon. Chairman, is ringing the bell repeatedly. Therefore, I request the Government to pay attention to these facilities. It is sure that it will not have to import railway engines from foreign countries to provide these facilities. The Government need not make a mess of this case. There is no need to purchase new railway engines as old ones will serve the purpose. If the new railway engines are really essential to purchase, they should be purchased from Chittaranjan, BHEL but there is *** but the engines being purchased from foreign countries.

MR. CHAIRMAN: It has become *sub judice*. It is pending in the Court. It will not form part of the record.

(Interruptions)

[Translation]

SHRI RAJVEER SINGH: With these words, I would request you to consider it and pay attention to it. Special attention should be given to meter-gauge lines. There are a number of trains for meter-gauge lines, therefore, maintain these lines properly. The effort of conversion of meter gauge into broad gauge will not succeed because the Government does not have so much money and it has been ignoring it. This too should be kept in view. With these words, I conclude.

[English]

SHRI SARAT CHANDRA PATTANAYAK (Bolangir): Mr. Chairman, Sir, I rise to support the Supplementary Demands. Railway is the symbol of our national unity and playing an effective link for backward regions of the country. Being one of the largest network of railways in the world, the general superintendence is a must. Despite a good performance during 1991-92, the action programme proposed by Railways during the current year and Eighth Five Year Plan, the pace of resources mobilisation is slow. For the purpose of track modernisation, electrification of routes, operational efficiency and upgradation in standardisation of Railway system and services, additional funds are required. However, there are areas Government has to examine the issues for a long term perspective. One is structural changes in railway system to meet the changes in needs of time. Second is privatisation of uneconomical routes. Third is utilisation of surplus land available with Railways for commercial purpose and fourthly, eviction of illegal encroachment from railway lands. These will contribute to additional resources.

I congratulate the Railway Minister for introducing a superfast train from Orissa to Delhi but the progress of Sambalpur-Talcher rail line is very slow due to paucity of funds. This project should be expedited. The Bolangir-Khurda railway project is a long time demand of the people of West Orissa. Surveys have been conducted more than once. The last was a survey for a line for Khurda to Bolangir via Phulbani.. Government should include this project in the Eighth Five Year Plan.

According to data available and projection justified at that time, it was found that the return on capital would be one per cent. Therefore, it was decided that the project was not good for the Railways. But some railway projects with less return have been taken up for construction to fulfill the objective of development like Kattami-Singrauli which was opened on April, 1976 with Rs. 26.10 lakhs but expected return on this investment was 0.15 per cent.

There is lack of infrastructural facilities such as cleaning, battery charging, upgrading of platforms etc. which are essential for running a train from Titilagarh of Bolangir district. Government should make provision for the same during 1992-93. There should be speedier implementation of renovation work of Bolangir railway platform and retiring rooms should be constructed at Titilagarh, Bolangir and Kantabanji railway stations. Government should include Rourkela Titilagarh route for electrification during 1992-93.

Sir, the House Committee of Orissa had been to Delhi to meet hon. Prime Minister and hon. Railway Minister and before the MOs of Orissa gave a memorandum on the demands of Orissa. I request our hon. Railway Minister to fulfill the demands of Orissa by considering them immediately. I have a request to make to the people of Orissa. The State Government of Orissa is not sending all its proposals to the Central Government. They are doing so just to divert the minds of the people and to make them feel that the Central Government is doing nothing for Orissa. I request that the

[Sh. Sarat Chandra Pattanayak]

Central Government should consider all the proposals sent to them.

Lastly, I request the hon. Minister that the super fast train which was introduced on the first of July is running from Delhi to Sambalpur should be extended to Raigarh or Titilagarh and MPs of Orissa had given a memorandum demanding this. I request the hon. Minister to consider this demand. With these words, I conclude.

DR. ASIM BALA (Nabadwip): Sir, railway fare is increasing day by day and facilities and other things are reducing day by day. I know that the daily passengers surrounding Calcutta are suffering very much. Lakhs and lakhs of people are coming to Calcutta by trains. The train compartments have no facilities, and they are small in number and inadequate because both in the morning and evening, trains are packed with people and they look as though they are packed in a basket.

16.00 hrs.

Though the number of daily passengers is very large, the frequency of trains is very poor. It is very essential to introduce new trains and improve the rail facility for Calcutta passengers.

While participating in the discussions on the Supplementary Demands for Grants of Railways, I raise the point regarding electrification. Electrification is absolutely essential and I raised this aspect many times through letters to the Railway Ministry and also through under 377 on the floor off the Parliament. Passengers are suffering a lot on Ranaghat-Gede/line. It is a very old line. In the days of the British, there was regular train service between Ranaghat and Dhaka. But nowdays, it is almost an abandoned track and people in this area are suffering a lot. Therefore, I request the hon. Minister to take upto this line for electrification. This may be implemented as early as possible. I would also like to suggest that the Bankura-Damodar line also should be electrified.

Bankura Damodar River Railway may please be nationalised and the line may be converted into broadguage. Till it is converted into broadguage, diesel engines may please be provided in place of steam engines.

I have also mentioned about Ranaghat-Bongaon project earlier. I do not know why the railway authorities have abandoned that project. Another project on which a survey is going on is the Shantipur-Nabadwip line. Nabadwip, as you know, is an internationally famous place. It is the birthplace of Gorango Mahaprabhu and thousands and thousands of pilgrims visit Nabadwip. But there are only two trains operating in a day. More trains and more railway facilities should be provided on this line. I request the hon. Minister to look into the matter and after completion of the survey, the narrow guage line may be converted into broadguage line.

One more point which I would like to suggest is that the Rajadhani Express should run on all the seven days in a week. This point was emphasised by my previous speaker also. In this connection, I also request the Railway Minister to introduce a Rajdhani Express from Howrah to Bombay. At present, people who have to go to Bombay are suffering a lot due to the non-availability of a superfast from Howrah to Bombay. Introduction of a new superfast train on this line, will solve the problem to some extent.

I also request that a double line may please be constructed from Ranaghat to Lalgola.

I would like to mention just two more points. As you know, Darjeeling is a hill station and many tourists from foreign countries also visit Darjeeling. But the condition of train service is very very poor. If you introduce a rail-car on this line, it will have encouraging results and the hill people will be very happy to have this facility.

Sir, it is very sad to learn that you are going to privatisate the Chittranjan Locomotives. I request the hon. Railway Minister to kindly reconsider this issue.

[Translation]

SHRI PIUS TIRKEY (Alipurduars): Mr. Speaker, Sir, first of all I would like to thank Shri Jaffer on behalf of North Frontier Railways for introducing a new train. I got the opportunity to flag it off from Alipurduars. The people of the area are grateful to the Ministry and Shri Jaffer for taking care of this backward area. It has also benefited the passengers of Sealdah. Along with this, I would like to draw the attention of the Government towards the fact that the North Eastern Frontier Railway Zone which was established after the partition of the country is of strategic importance and significant from point of view of security also. The areas through the trains passes are border areas. It is the only link through which the movement of Defence forces is undertaken in this area. Dalgaon and Hasimara contonement areas are very important from the security point of view of the country. The railway line between Siliguri and Alipurduars should be converted into broad gauge line. The proposal for converting it in to broad gauge line is under consideration of the Railway Ministry and I think that it is very important from the point of view of security because the area covers border areas and in case there is danger from Bangladesh side, and this link which is only three kilometre broad is snapped, the entire Assam and eastern States would be cut off from the rest of the country. Therefore there is urgent need of the conversion of this line into broad and Railway Ministry would have to pay special attention towards this line.

Mr. Minister, you must be aware that some parts of every zone have been electrified, but in our zone people do not know as to what electrification is and how the electric train run and Railway Ministry has never paid any attention towards the electrification of this zone. The Steam located at Alipurduars junction is in a very deplorable condition. It is in a state of disrepair. It has no ceiling. The rain-water directly enters the shed. It is open from all sides and the

condition is so bad that it seems as if it would be swept away by gusty winds any time. My suggestion is this that it should be developed into a diesel locoshed as soon as possible so that the employees do not suffer. Alipurduars is an important junction and it is the main junction of all the trains running to Assam and Eastern States. It is a station on the border. On the one hand there is Bhutan and on the other side Bangladesh is located and the areas in between which spreads from eight to ten kilometres is very sensitive.

My submission is that the inter-city Express train running between Siliguri to New Jalpaiguri should be extended to Alipurduars junction, keeping in view the demands of the people. Then a single train would run between Hansimara and Vinoguri. You are aware that it would also benefit the tea growers because our country is earning a large foreign exchange from export of tea and with the increased export the income would also increase. Therefore, I urge you to issue orders in one or two days or immediately to this effect that the Inter-city Express running from Siliguri should be extended to Alipurduars and if possible extend it to Cooch-Behar, we would have no objection to it.

Thirdly, there is a proposal of converting the line from Siliguri to Alipurduars into broad guage. Alipurduars is a very old junction. It has a capacity of stationing to ten trains, but even then this junction has been kept isolated by the Railway department. Therefore, I request the hon. Minister to link it to Alipurduars by broad gauge. The most important thing is this that North Eastern Frontier zone is that most neglected zone among the nine railway zones and so Government should pay extra attention towards it. Just as parents always take greater care of the child who is weak amongst the rest of children, similarly this zone needs greater attention. With these words, I thank you for giving me opportunity to speak on the Demands for Grants of the Railway Ministry.

[English]

recommendation of the State Government.

SHRIMRUTYUNJAYANAIK (Phulbani): Sir, thank you very much for giving me an opportunity to speak.

Sir, I rise to support the Supplementary Demand for grants for the Ministry of Railways. I would be very brief. It is a fact that when the hon. Minister for Railways Shri Jaffer Sharief was administered the Oath of office, I was among those people who was very very cheerful and also optimistic. My district is a very backward district. We have no industry. We have no infrastructure or anything of that sort. I thought during 1980-84, he was the Minister of State for Railways and now that he has been promoted to the rank of a Cabinet Minister, the railway link between Khurda-Bolangir will be definitely taken up. I thought that he has also got his promotion, now, he will also promote or give priority to backward districts.

During late Shrimati Gandhi's time, it was the policy of the Government to give priority to the backward districts. so, I urge upon the hon. Minister to give priority to this Phulbani-Khurda-Bolangir railway link. Just as seven wonders of the world , the railway facility has become the wonder for my district. I hope, he will consider this. He had given commitment and assurance in a public meeting when he was the Minister of State for Railways.

There is no provision for adequate funds in the Eighth Five Year Plan for taking up new projects. I would request the hon. Railway Minister a he should not hesitate to get the World Bank assistance for giving priority to the backward districts to do the needful in the matter.

There was meeting of the House Committee Members of Orissa. I would like to mention that when our former Speaker was mentioning about my district, I felt very sorry. I am very sorry to say that the Orissa Government has deliberately and mischievously ignored the demand for including Phulbani-Khurda-Bolangir rail link. It had been excluded from the

Sir, in addition to this, I would request the hon. Railway Minister that he should consider providing new routes and also encourage foreign participation fortaking up those routes for running new trains and so on. This I welcome.

I would like to congratulate the hon. Minister for introducing the new Mahanadi Train but I would like to mention here that it has not First Class or Pantry Car. I hope that while extending the train from Sambalpur to Raigarh, you should also provide a station at Deogarh which falls in my constituency.

Sir, Gunupur to Naupada metregauge line should be converted into a broadgauge line.

I am very thankful to you having taken care of my feeling ultimately and calling me to speak. I would like to say one sentence for the purpose of record and then I will conclude. If I am not able to see in this birth, then how many births I have to take seeing that my district viz. Phulbani, which is my constituency, is linked up with railway facilities and so on.

SHRIMATI MALINI BHATTACHARYA (Jadavpur): Thank you for the indulgence. I will speak only for two or three minutes and I shall make three very brief points.

The first point is regarding the Metro Rail Project in Calcutta. No one is in two minds that the first phase of that project has to be completed as early as possible. In this respect, I hope that the difficulty that arose out of the procrastination of the contractors will be removed with the intervention of our hon. Railway Minister. But I am on a different point and I am glad that Shrimati Sheila Kaul is here. I am sure, on the point, if she were not in the Ministry, she would support me.

The point is that these days whenever we write about the metro Railway Project, the hon. Railway Minister refers us to the Urban Development Ministry, saying that the metro Railway Project has been shifted

to the Urban Development Ministry. We want to know, how and when this shift was made. We know that some recommendations were there but how and when this shift was made, we want to know. If this shift has already been made then how is it that in the last Budget Speech the hon. Railway Minister still referred to the Metro Railway in his speech.

I would also, like to point out that neither the urban Development Ministry, nor the State Government has the resources to start on the second phase of the Metro Railway Project for instance the Tollygunj Garia stretch.

The Metro Railway is properly the child of the Railway Ministry, how is it that before this child acquired self-sufficiency, the parents are shifting the child on foster-parents, who do not have the wherewithal to help it to flourish. Some, I think that by shifting it to the Urban Development Ministry, the Railway Ministry is just shirking its responsibility and this should not happen.

THE MINISTER OF RAILWAYS (SHRI C.K.JAFFER SHARIEF): The baby generally is looked after by the mother.

SHRIMATIMALINI BHATTACHARAYA: Yes, but the mother has to be given sufficient economic support. I hope, you will do that.

Secondly, the completion of the Circular Railway in Calcutta in Majherhat-Princep Ghat Stretch, I know that, is not being done because some of the land belongs to the Calcutta Port Trust. Whenever, we write to the Surface Transport Minister about it, there is an ominous silence and whenever we write to the Railway Minister, he refers us to the Surface Transport Ministry. So I urge upon the hon. Minister that this delay should not be made any further because this is something which is needed very much for easing the traffic flow in Calcutta. I hope that the completion of this stretch will be achieved in collaboration with the Surface Transport Ministry.

The third point is about the sub-urban railways. Already, our colleague Shri Asim Bala has made some points on it. I just want to say that in the Sealdah Section in particular, for some time now, in certain surreptitious way, some of the trains have been withdrawn, like Sunday trains. Some of the trains have been withdrawn, like Sunday trains. Some of the Sunday trains have been withdrawn. There has been a long standing demand in Barrackpore Section for an additional train in rush hours, which was promised that it would start from January 1992. It has not started. The situation is very bad in the Sealdah South, the Diamond Harbour Section as well. I myself travel on that line quite frequently and I know that very often there are accidents, people fall down from the train. In Barrackpore Section, there have been 15 accidental deaths in the last year.

In this respect, I would urge upon the Ministry, not to withdraw trains in the suburban sections. Try to make them more viable by more efficient checking in that section and to increase trains during rush hours why they have been promised. Thank you.

SHRI HARCHAND SINGH (Ropar): Mr. Chairman, Sir, I will conclude within two minutes. A bridge was to be constructed in Patiyala. The local people daily have to cross Railway line at this place in large number. There is a big Gurdwara near this crossing. They suffer a lot of inconvenience in reaching at this holy 'Dukh Nivaran Gurdwara'. That proposed bridge should be constructed at the earliest.

At present there are 15 districts in Punjab. These districts are not directly connected by rail route with Chandigarh, the capital of Punjab. People have to break the journey. A railway line should be constructed from Ludhiana to Chandigarh and from Rajpura to Chandigarh. Forty five years have passed since our country got Independence. Railway Department has not invested even a single penny in Punjab. You please fulfill my these two demands i.e. the 15 districts of Punjab should be connected with Chandigarh by rail

[Sh. Harchand Singh]

route and an overbridge should be constructed at Gurudwara 'Dukh Nivaran Sahab' railway crossing. I conclude with these words.

SHRI ARVIND TRIVEDI
(Sabrarkantha): Mr. Chairman, Sir, many thanks for providing me an opportunity to speak. All Members have said something, but nothing has been about Gujarat. Today, the Minister is in a good mood. So I like to place some demands before him. In Gujarat the work on Nadiyad, Kaparganj and Modasa Projects is going on in a very slow pace. It has not completed, though 9 year have passed. There is no budgetary provision for Kaparganj and Modasa. I request the hon. Minister to personally look into it so that this work may be completed soon

Seven years ago 55 up and 56 down were cancelled due to the shortage of diesel. Other train has been started in its place. It covers 140 km. in 6 hours. At present it runs on the same speed which it had 30 years earlier. There is no other train in India which runs at this speed. This train is for the benefit of about 30 lakh people but they do not get full benefit from it. You are requested to introduce a new train and increase its speed. It will facilitate us to reach Ahmedabad early and with ease.

In Bombay there are foot over bridge and platforms on railway lines. People live, and cook their food on the platform. The Government has done nothing for them so far. It causes inconvenience to the public. I have appraised the Railway Minister about this problem earlier also, but nothing has been done.

Rajdhani Express which departs from Bombay at 5 a.m. and reaches here at 10 a.m. It should depart from Bombay one hour earlier and should reach here at 8.30 a.m. Rajdhani Express should also run from Bombay as it runs from Delhi. Two bogies of second class A.C. sleeper should be added in the air-conditioned express which runs on this route. I hope that hon. Minister

will accept these demands as he is pleasant mood today. With this hope I resume my seat.

SHRI SUBASH CHANDRA NAYAK
(Kalahandi): Mr. Chairman, Sir, I welcome this discussion on supplementary demands and Demand for Excess Grant of Railway Ministry.

I also welcome hon. Railway Minister Shri C.K. Jaffer Sharief who is present here. He knows that I hail from Kalahandi. It is a very backward district. He started a train from Sambhalpur to Nizamuddin. But only one bogie has been specially added Sambhalpur to Titalagarh. People of Kalahandi, Fulvani and Koraput district have to face great inconvenience. So, I urge the Minister to extend that train from Titalagarh to Raigarh. Waltair and Raipur railway line has become very old. A new double railway line should be laid and its electrification should be done immediately. Sufficient police security should be provided for the safety of the passengers.

Kesinga is the gate Kalahandi. I have written to the Chief Minister of Orissa and to Shri Jaffer Sharief for the construction of an overbridge on Narla road. I think it will facilitate the local people. You should provide facility of purchasing railway ticket in Bhavani, Patna. Facilities of waiting halls at Kesinga, Roorpra Road, Langigarh Road, Kadel road and Narala Road should be improved, and a V.I.P. waiting hall should be immediately sanctioned at Kesinga Railway Station.

A new train from Purto Dwarika should be introduced on the as Tirupati-Puri train. Rajdhani Express runs from Delhi to the capital of each States barring Orissa. So I request a Rajdhani Express should be introduced from new Delhi to Bhubaneswar. The train from Puri to Tirupati has been cancelled. It should be reintroduced and Yatri Niwas (waiting room) should be constructed in Puri.

I am talking about Andhra Pradesh. In Andhra Pradesh Navapara-Gunupur metre gauge line is very old one. It was constructed

in 1913 at the time Maharaj Paralakhemari Shri Krishna Chand Gajapati dev. A new railway line should be constructed replacing this line so that the local people may be benefited. Some people from Orissa legislature called on the Prime Minister and you also some days before. They submitted a memorandum also. I read it.

[English]

"The Planning Commissions has approved this project upto Junagarh subject to issue of Letter of Intent for the Alumina Plant by the Ministry of Industry, Government of India. Board of Approval has cleared the letter of Intent for a million ton Alumina Plant in Kalahandi district. As per the survey conducted by the South Eastern Railways, the estimated cost of this projects at present is Rs. 80.28 crores and the return of capital is estimated to be 15.45 per cent up to Janagarh. The stretch between Jahagarh and Ambaguda is under survey."

"In view of the overriding justification for exploiting mineral wealth particularly bauxite lime stone, mica etc. in Malkangiri, Koraput and Kalahandi region, it is necessary that this project is to be considered since Koraput-Rayagada ongoing railway link is likely to be completed in 1992-93".

"This line will connect nascent Gopalpur Port for exporting alumina and aluminium products and open this hinterland., Three aluminium plants are being stretched in Koraput-Kalahandi area. The expansion of NALCO has to be kept in view. The line will serve as an alternative route to handle the export traffic and will be a feederto Gopalpur Port."

These are all my points and I request you to consider them. I thank you personally for giving me an opportunity to tell something regarding Railways.

[Translation]

SHRI KEWAL SINGH (Bhatinda): Mr. Chairman, Sir, I hail from Bhatinda, Punjab. All of you know that Bhatinda is the biggest

railway station of Asia. Due to this reason there is network of railway lines in the city. It was causing a great inconvenience to people of the city. Keeping in view the problems of city dwellers the Government had started the construction of an over-bridge on the railway line which connects the whole city from all sides. The construction of the bridge has not been completed. It should be completed. The expenditure to be incurred on the construction of the bridge was to be shared by the State Government as well as the Ministry of Railways. Since the Railway Ministry did not give its share of expenditure, the bridge has not been completed. Due to non-completion of the bridge people of Bhatinda are experiencing hardship. I would like that the hon. Minister should get the construction of this bridge completed at the earliest.

Sir, I thank you for giving me an opportunity to speak.

SHRI MANJAY LAL: (Samastipur): Mr. Chairman. Sir, I oppose the Supplementary Demands and Demands for Excess Grants in respect of the Ministry of Railways. Railway is the cheapest means of transportation and Bihar is the most backward State economically. Bihar has been ignored in this year's Budget. There is a Railway locomotive factory in my constituency Samastipur in Bihar. I had appraised the hon. Minister of the condition of the said factory. This locomotive factory needs to be developed but the Government wants to close it. 50 diesel engines were sanctioned to Samastipur factory in the budgets of 1990-91. A considerable amount was also allocated during the year, but this year there is no special provision for that. I request the hon. Minister to pay attention to this.

16.32 hrs.

[SHRIMATI MALINI BHATTACHARAYA
in the Chair]

There is a longstanding demand for the construction of a Bridge on Bagaha Chhattauni line. It was auctioned in 1990-91. The said bridge is also important from

strategic point of view. Therefore, I would like to request the hon. Minister of Railway to get this bridge constructed at the earliest by giving financial help. There is also a longstanding demand for the construction of a bridge on river Ganga in Patna. This scheme has since been sanctioned but the Railway Ministry has not allocated funds for this. Steps should be taken to sanction funds to link North and South Bihar by constructing this bridge. Rajdhani Express has been introduced to link State capitals with Delhi. I submit to the hon. Minister that Rajdhani Express which runs between Delhi and Calcutta should at least pass through Patna three days in a week. This facility should also be provided to the people from Hazipur to Vaishali. Vaishali is a place of historical importance. The Government of Japan has also provided aid for this. I submit to the hon. Minister that a railway line should be constructed between Hazipur and Vaishali and transportation facility should be provided to the public by linking Motihari line to this line. That is a historical place and keeping in view the importance of the place a railway line should be laid there. Ten percent of the Budget allocated for passengers amenities but there is percent no such facility available to the passengers in north Bihar. Even sheds are not provided in small stations. There are no overbridges to cross railway lines. I want that sheds should be provided in small stations and an over should also be constructed.

Mr. Chairman, Sir, I would like to say about corruption in the Railway Department. When Shri George Fernandes was the Minister of Railway, a conference of railway employees had been convened to root out corruption. The conference was to be inaugurated by Shri Bommai. When he did not come, Shri George Fernandes as the Chief guest of the conference got a chance to inaugurate it. In the conference I said that corruption in the railway starts right from the stage of recruitment. People get appointment in railways by paying bribe of Rs. 25000, 50000 to 80000. When appointments will be made in this manner then what will the employees do if they do not indulge in corruption.

Therefore, attention should be paid to recruitment in railways. Alongwith this, attention should also be paid to incident of thefts committed in trains. Earlier conversion of metre guage into broad gauge between Barauni and Sonepur was sanctioned. I would like that this metre gauge line should be converted into broad gauge line. Earlier there was a stop at Harpur-Bochahan station on Barauni-Sonepur line but now the stop has been cancelled at that station. I would like that the train should be provided a stoppage there so that discontent spreading among the people could be removed.

Mr. Chairman, Sir, I would also like to state that the double broad guage line between Muzaffarpur and Barauni has not been completed between Siho and Samastipur. Some work remains incomplete. That should also be completed immediately. With these words i conclude.

[English]

MR. CHAIRMAN: A great many names have come at the last hour. So, I would try to accommodate as many as possible. But please ensure that you just give the points or ask questions.

DR. JAYANTA RONGPI (Autonomous district): While taking part in the debate, I would like to bring to the notice of the hon. Minister a few of the points or rather, problems, faced by the North Eastern people so far as railway is concerned.

Unfortunately, many of the assurances given by the hon. Minister during his Budget speech had to be fulfilled.

I am happy that the long -standing demand of converting broad gauge line from Guwahati onwards has been now conceded and the work is going on. While I am happy over this, at the same time, I would like to bring to the notice of the hon. Minister that now the broad guage will be extended or completed up to Lamding and phase -wise Dibrugarh. I would request the hon. Minister to complete the first phase i.e. expansion up to Dimapur because this is a very important

station. Dimapur is the gateway to Nagaland and to Manipur. The people of this State would have been given the benefit, had the expansion been completed up to Dimapur and along with that, the hill district of Assam namely, Karbi along and North Cochiar hills will also benefit if it is converted up to Dimapur.

Secondly, the railway line was constructed by the Britishers with the sole intention to take out tea and some other minerals from Assam. That is why, the existing railway line in Assam hardly goes through the most populous area. The British had their colonial approach just to extract coal and tea leaves from the tea gardens of Assam. That is why, most of district headquarters and Guwahati are not converted by the main railway line. It is very unfortunate that our Independent country, our Independent Government has not changed its colonial approach. I know there is limitation of funds. But the very approach of the Railways to the North-East should be changed from a colonial one to a really independent country. Converting the existing line is all right. But then the major areas of Assam Valley, major districts like Nowgong, Sibsagar, Darang, Sonitpur are not touched by the railway-line at all. The existing line is based on the colonial line of thinking. ...*(Interruptions)* I have got one point to make. The most important thing is that the very attitude of the Railway Ministry to the North-East should be changed. I would like to cite one example only. I will conclude my speech after that. I want to tell you how the North-East people see the Railways. I am very much surprised when I heard people demanding new railwaylines, new trains, this and that. Because of the malfunctioning of the Railway, because of the corruption of the Railway, probably many Members would know that in the case of Meghalaya State when there was a Government proposal to extend the railway line to Meghalaya, the people of Meghalaya objected to it. They said: "We do not want the railwayline." I think it is the only instance in the country where people objected to have a railwayline because the people of North-East know when there is a railwayline, local people will

not get employment and only the people from outside will get into area and the demographic pattern will be changed.

Lastly, I would request the Railway Minister that so far as Railway employment is concerned, the present attitude should be totally changed and the local people should be given employment. Otherwise, it is not the case of only Meghalaya alone but the entire people of North-East will object to any railway expansion because they are taking it as an expansionist attitude of the people of the mainland.

With these words, I conclude my speech. I hope Government will take note of my feelings.

MR. CHAIRMAN: Now, statement by Minister. Shri Rajesh Pilot to make a statement regarding special facilities to freedom fighters in the matter of provision of telephone connections.

STATEMENT BY MINISTER

Special Facilities to Freedom Fighters

16.44 hrs.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): Hon'ble Members are aware that the Department of Telecommunications has so far extended the facility to the freedom fighters to the extent that they are eligible to register themselves for one telephone connection under Non-OYT Special Category. There are other categories of people and institutions also who get this privilege.

On the occasion of the Anniversary of the Quit India Movement the entire Nation is paying homage to these gallant people. The Prime Minister has already announced on 8th August, 1992 that the Government would continue the process of honouring them and indeed improve it to the best of our ability. The Department of Telecommunications would like to honour