

[Shri Vidyacharan Shukla]

therefore, request you to include this also in the discussion.

15.48 hrs.

RESOLUTION RE: APPROVAL
OF THE RECOMMENDATIONS
MADE IN THE FIFTH REPORT
OF RAILWAY CONVENTION
COMMITTEE;

DEMANDS FOR GRANTS
(RAILWAYS), 1994-95

AND

DEMANDS FOR EXCESS
GRANTS (RAILWAYS), 1990-91

[English]

MR. SPEAKER: The House will now take up combined discussion on the following items for which three hours have been allotted:—

- (i) Discussion on the Resolution regarding recommendations of Railway Convention Committee;
- (ii) Discussion and Voting on Demands for Grants (Railways) for 1994-95; and
- (iii) Discussion and Voting on Demands for Excess Grants (Railways) for 1990-91.

We are taking up this discussion a little before time. Probably you were

told that you may not be required to come today. But now we have asked you to come here. You have to move the Resolution now.

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): Sir, I beg to move:

"That this House approves the recommendations made in paragraphs 27, 28, 29, 30, 31 and 34 contained in the Fifth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on the 23rd February, 1994."

MR. SPEAKER: Resolution moved:

"That this House approves the recommendations made in paragraphs 27, 28, 29, 30, 31 and 34 contained in the Fifth Report of Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance and other General Finance, which was presented to Lok Sabha on the 23rd February, 1994."

Hon. Members present in the House, whose cut motions to the Demands for Grants (Railways) for 1994-95 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those

cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the Officer at the Table without delay.

Motions moved:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that

will come in the course of payment during the year ending the 31st day of March, 1995, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1991, in respect of the following Demands entered in the second column thereof against Demand Nos. 9, 10, 13, 14, 15 and 16."

Demands for Grants (Railways), 1994-95 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 9-3-1994	Amount of Demand submitted to the Vote of the House
1	2	3	4
1.	Railway Board	2,47,67,000	12,38,33,000
2.	Miscellaneous Expenditure (General)	14,47,83,000	72,39,17,000
3.	General Superintendence and Services on Railways	113,42,31,000	567,11,53,000
4.	Repairs and Maintenance of Permanent Way and Works	240,52,66,000	1202,63,30,000
5.	Repairs and Maintenance of Motive Power	177,73,39,000	888,66,93,000
6.	Repairs and Maintenance of Carriages and Wagons	253,76,57,000	1268,82,87,000

1	2	3	4
7.	Repairs and Maintenance of Plant and Equipment	124,67,82,000	623,39,10,000
8.	Operating Expenses—Rolling Stock and Equipment	198,50,40,000	992,52,00,000
9.	Operating Expenses—Traffic	821,62,96,000	1778,14,82,000
10.	Operating Expenses—Fuel	513,45,88,000	2567,29,43,000
11.	Staff Welfare and Amenities	89,54,35,000	447,71,74,000
12.	Miscellaneous Working Expenses	117,84,91,000	589,24,58,000
13.	Provident Fund, Pension and other Retirement Benefits	285,12,12,000	1425,60,59,000
14.	Appropriation to Funds	996,66,67,000	4983,33,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	...	1372,00,00,000
16.	Assets—Acquisition, Construction and Replacement		
	Revenue	7,50,67,000	37,53,33,000
	<i>Other Expenditure</i>		
	Capital	191,03,07,000	955,15,38,000
	Railway Funds	1798,34,16,000	8991,70,81,000

Demands for Excess Grants (Railways) 1990-91 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
1.	Operating Expenses—Traffic	22,06,19,644
2.	Operating Expenses—Fuel	1,12,74,056
3.	Provident Fund, Pension and other Retirement Benefits	19,05,56,103

1	2	3
4.	Appropriation to Funds	56,99,15,636
5.	Dividend to General Revenues, Repayment of Loan taken from General Revenues and Amortization of Over-Capitalization	2,40,41,765
6.	Assets—Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	
	Capital	169,25,50,396
	Railway Funds	1,61,56,893

[English]

MR. SPEAKER: Now Discussion will take place on Items 18, 19 and 20 taken together and then we will put them to vote.

[Translation]

SHRI NITISH KUMAR (Barh): Mr. Speaker, Sir, we congratulate the hon. Minister of Railways on his becoming a member of the Railway Convention Committee.

SHRI RAJVEER SINGH (Aonla): Kindly accept our felicitations for nominating him to our committee.

[English]

MR. SPEAKER: Finance Minister of the Railway Minister has been the member of the committee.

[Translation]

PROF. PREM DHUMAL (Hamirpur): Mr. Speaker, Sir, I rise to express my views on the resolution moved by the Railway Minister "That this House ap-

proves the budget proposals and recommendation made in the reports of the Railway Convention Committee appointed to review the rate of dividend payable by the Railway undertakings to General Revenues as well as other ancillary matter in connection with the Railway Finance and other General Finance."

15.53 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Mr. Deputy Speaker, Sir, from the way the Ministry of Railway has been taking decisions after totally ignoring the Members of the Railway Convention Committee, it seems that the Railway Convention Committee has no referines at all but I think that the hon. Speaker, has restored the significance of the Railway Convention Committee by nominating the hon. Minister of Railways himself to the committee. Now since the hon. Railway Minister himself is being a member of the Committee, our reports will not be ignored as before and with this hope we welcome the hon. Railway Minister in our committee. The Ministry of Railway barely paid any attention to the reports submitted by the Railway Convention Committee after long deliberation but,

[Prof. Prem Dhuma]

now, as the hon. Railway Minister will himself be a Member of the Committee, we hope the significance and relevance of the reports will not be overlooked.

Mr. Deputy Speaker, Sir, certain departments of the Government of India truly represents the ethos of India's unity and integrity. The Indian army represents the whole of India without any distinction of caste, religion and province. Same was the impression of the Ministry of Railway earlier. I am using the word "earlier" here. Unfortunately, there has developed a giquant situation for the last few years in which the Railway department has been confined to the State the Railway Minutes comes from and at times to the very constituency of the Railway Minister.

Mr. Deputy Speaker, Sir, I come from a State that is rich in natural recources but these have not been properly exploited. The State remains continuously in the grip of economic crisis. Once it was perceived that all the States, small and big should march on the road to prosperity and thus prominent departments of the Government of India provided every possible assistance to these economically backward States for the purpose. But, you will be surprised to know that in Himachal Pradesh only 17 kilometre rail line has been laid since independence. A very important rail line was to connect Nangal (In Punjab) with Jalwara (in Punjab) enroute to Himachal Pradesh. Its foundation stone was laid in 1973 by the then Railway Minister, Shri Lalit Narayan Mishra but only 17 kms. of that rail line have been completed as yet.

Sir, I had been to Una three days ago and that rail line is laid upto Una.

Many time, I urged upon the hon. Railway Minister to change the timings. Due to the unfavourable law and order situation in Punjab, the timing of the only train running through the State had been changed. We have written umpteen times to run that train after 7 p.m. so that the people may reach Delhi in the morning... (Interruptions)... they may return during night so as to reach Una the next morning, but in reply to our letters everytime we are informed that the matter is under investigation.

Mr. Deputy Speaker, Sir, at the outset, I said that the department of Railways symbolised India's unity and integrity. Himachal Pradesh is a small State and no Railway Minister hailed from there, nor did any Railway Minister take pity on this State in order to complete the rail line.... (Interruptions)... Will you make any provision of extending this rail line any further? We have only one rail line that is only 17 Kms. long. From 1973 to 1994, i.e. in 21 years, only 17 K.M. long rail line could be laid and that too was inaugurated on 10th January, 1991 and since then it has not moved ahead even on inch. At the time of construction of Pong Dam, a rail-line was laid between Mukerian and Talwara in Punjab for carrying the workers working on that dam. That was to be linked again with Mukerian by the department of Railways after taking the sidings and the management thereof under its control. The whole rail-line laid, joins Una, Talwara and then Mukerian Una Nangal. We have many times written to this effect requesting the Railways to take over this rail-line on which a train can be run from Mukerian that may cover a very important part of Kangra district of Himachal Pradesh but lack of financial resources has always come in the way of development of rail-line in Himachal Pradesh.

Sir, rail line between Kalka and Simla, Pathankot and Jöginder Nagar were laid prior to independence and thereafter these have not been extended even by an inch.

Mr. Deputy Speaker, Sir, Bhanupali is a place situated near Nangal. A survey of rail-line from the place upto Rampur has been conducted and the survey report reveals that this line is useful because there is an ACC cement factory in Bilaspur, Bermana. Similarly, there is another cement factory at Darla Ghat in Solan district. With the construction of this rail-line, Himachal Pradesh will, on the one hand receive Railway facilities and on the other, the whole country will be benefited because cement will be available at cheaper rates. Therefore, I demand that the construction of Bhanupali-Bermana, Rampur rail-line for which the survey has already been completed, may be taken up.

Mr. Deputy Speaker, Sir, Railways link the whole country. Due to the prevalent disturbances in Kashmir, the tourists, today, want to visit Himachal Pradesh but no announcement for introducing even a single train to Himachal Pradesh has been made. If the hon. Minister has confined himself to Karnataka alone, let me remind him that people of Karnataka too want to visit Himachal Pradesh but you do not run any train upto Pathankot or Kalka in order to join North with the South or the West. The tourist from South or West has to come to Delhi first and then board a train or hire a taxi for Himachal Pradesh. By providing a direct rail-link between Southern or Western States and Kalka or Pathankot, the Railways will be economically benefited and Himachal will also be economically benefited by the inflow of tourists and a rail-link between South and North and

between West and North will also be established.

Mr. Deputy Speaker, Sir, Kalka Mail run via Amritsar to Kalka and people from Punjab came from Amritsar to Kalka... (Interruptions) Chandigarh too was covered by that train. That also covered Chandigarh. Hon. Member from Jalandhar Shri Umrao Singh was right and I hope that he will demand a superfast train for Jalandhar.

Mr. Deputy Speaker, Sir, Kalka Mail was an important link for the passengers from Punjab, Himachal Pradesh, Jammu & Kashmir and passengers from Western zone. This train was cancelled earlier on the ground of deteriorating law and order situation in Punjab when atmosphere was not harmonious there. Now Punjab is peaceful and trains are running even on branch lines. So I would like to submit that announcement should be made for restoring the running of Kalka Mail.

Today Railway Minister is talking about gauge conversion in the whole country but he has not mentioned any plan of gauge conversion for Himachal Pradesh. Parvanu is only three kilometres from Kalka and it is being developed into a industrial city and few days back Minister of Railway visited the area. Members from your Party have also been demanding gauge conversion of this line. Raw material despatched from Haryana is unloaded at Kalka and after toll clearance and excise duty etc. it is carried to Parvanu through narrow gauge line. So I request you to make announcement for its immediate conversion in broad gauge line.

Mr. Deputy Speaker Sir, just now I was drawing the attention of the Gov-

[Prof. Prem Dhuma]

ernment towards anomalies and imbalances in the development of States. New trains are introduced in the Railway Minister's constituency and gauge conversion work is also carried out there. But through you I appeal to the Railway Minister that there are other several peaceful areas in the country which have made vital contribution in the development of the country.

A very few agitations take place there. But it does not mean that you will plan developmental work only in the areas where violent movements are going on. You have made provision to extend railway line up to Srinagar, I thank you for this but why you have not planned the same thing for Himachal Pradesh. Would you like to complete the construction of remaining railway lines only after a violent movement starts in that area. You should not develop the tendency of taking up the developmental work after violent agitation are started in an area. A large number of people from Himachal Pradesh are working in army and para-military forces and are playing an important role in the security of the country. This State is economically backward and I think that it is the responsibility of the Government to develop it. We are rich in natural resources. Cement factories could be set up there after providing Railway facility. I hope that Railway Minister will pay attention towards it.

Secondly, I would like to say something about improvement in passenger amenities in railways. Last year also during the discussion on railway budget I raised the issue regarding providing some common facilities for railway passengers, such as providing soap in toilets and making arrangements for drinking water. The Government can charge 25

paise extra per ticket if it fears for economic burden due to it but soap should be made available in second class, as it is an essential item and a large number of people travel in Second Class. I received a written reply to this effect that I had made a good suggestion but the Railways were unable to implement it.

16.07 hrs.

[SHRI NITISH KUMAR *in the Chair*]

Mr. Chairman, Sir, how the services in railways could be improved when they are not even able to provide soap for passengers. In the same way Railway Minister should pay attention towards the falling standards of Catering services in railways. These services being provided entirely on contract basis without exercising any departmental control or supervision. They have only a tink of payment with railways and nothing else. Passengers spent money on ticket for travelling in trains. I would like to know whether you consider yourself responsible or not for improving passenger amenities in railway. A few days ago while I was travelling in a train some leaders of railway employees met me and they told me that Super fast train plying between Bombay and Jammu had narrow escape from derailment on two or three occasions because the work of spreading stones along the railway lines had been given on contract basis. They further told me that PWI was responsible for its supervision but what an Inspector could do in that regard. I was also told that when they enquired from the contractor that why the red cloth was not waved and crackers were not fired to stop the train when the space under the railway line was excavated. I was told that all of a sudden the driver applied the brake and that way the train had a narrow

escape from overturning. When they asked the contractor, he told them that he was not aware of that practice. You should take care of the matter that in which sectors the contract system could be introduced. Loco-shade employees of Ludhiana had met me. They told me that 400 employees are going to be declared surplus and urged that an inquiry should be conducted in this case. Electrification work for Delhi, Ambala and Ludhiana railway line has been taken up. It has been said that the country is facing economic crisis but you are introducing diesel engines by closing down loco-shade. Thereafter these engines will become surplus and go in scrap. After two years expenditure will be incurred on electrification. If all this could be done then those employees could also be retained. You can wait for two more years. I request you that they should not be retrenched. At first introducing diesel engines and thereafter electrification of trains is not needed. I have said this about one section of railways. You can guess yourself that what is being done by railways throughout the country.

The growing regional imbalances in developmental work should be removed. Railways have commitment towards national unity and integrity and it connects the whole country through railway lines, so I would like to say that discrimination in construction of railway lines should not be continued. A.C. coaches should be attached to the trains to provide comfort to passengers. I have several times requested to attach a A.C. coach in Himachal Express playing between Delhi and Una. Earlier it had been said that it would be done whenever the A.C. Coach was available with the Railway. This work is pending for a long time. M.Ps, Ministers and M.L.As of the area frequently visit Delhi and they are facing a lot of inconvenience. You can put aside

the facilities of AC and Chair Car but the sad thing is that several times announcement is made on the Railway Station itself that passengers, who bought 1st Class railway tickets should change the compartment because the first class coach is not available. I would like to say that at one place you are introducing Super fast, Rajdhani Express and Shatabdi Express trains but on the other hand for some areas you cannot make arrangement for AC, Sleeper facility. I have met the hon. minister umpteen times and written several letters for providing at least one AC Coach in Himachal Express. This train starts at night from this station and reaches there in the morning. At present the law and order situation in Punjab is harmonious, so such arrangements should be made that this train starts at 7 p.m. from Una. It will also benefit the department of Post and Telegraph. All the letters of the areas are gathered there for sending through this train. By changing the scheduled time of this train the mail will reach here in the morning itself, otherwise the people are sending their mail through courier service and thus postal department is suffering loss.

Mr. Chairman, Sir, I urge upon the Railway Minister to remove the prevailing regional imbalances. As I have mentioned in the beginning that of R.C.C. has lost its say. In view of hon. Railway Minister's membership in this committee I hope that attention will be paid towards the previous reports of the committee. Now it will be difficult to ignore those reports. These important reports were prepared with great efforts and by devoting much time. Mr. Chairman, Sir, now you are also a member of this committee. You have also seen that no action has been taken on it. Now since the hon. Railway Minister is also a member of this committee I hope that the

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committee will regain their due importance and my suggestions will be taken into account and proper attention will be paid towards and backward areas from the view point of Railway facility. With these words I conclude and thank you for allowing me to speak.

[English]

SHRI SUBRATA MUKHERJEE
(Raiganj): I beg to move:—

**“That the Demand under the Head
Railway Board be reduced to
Re. 1.”**

[Failure to start construction work of Eklakhi to Balurghat broad gauge railway line.] (1)

[Failure to take electrification work in North-East Frontier Railway.] (2)

[Failure to raise exemption limit upto 250 K.M. in respect of monthly and second class fare.] (3)

[Failure to withdraw increase in fares on monthly season tickets and second class passenger fares.] (4)

I beg to move:—

**“That the Demand under the Head
Railway Board be reduced by
Rs. 100.”**

[Need to provide one more express train between New Jalpaiguri and Sealdah.] (5)

[Need to provide stoppage of North-eastern Express at Dalkhola.] (6)

[Need to maintain punctuality of Darjeeling Mail.] (7)

[Need to replace old coaches of Darjeeling Mail by new ones.] (8)

[Need to provide more passenger amenities at Maldah Kishanganj, Dalkhola and Aluabari railway stations.] (9)

[Need to provide computer reservation facilities at Maldah.] (10)

I beg to move:—

**“That the Demand under the Head
Railway Board be reduced to
Re. 1.”**

[Failure to bring proposed Rajdhani Express between Guwahati and New Delhi under the administrative control of N.F. Railway.] (1957)

[Failure to introduce Rajdhani/Satabdi Express from tourist point of view between Sealdah/Hawrah and New Jalpaiguri and between Sealdah/Howrah and Guwahati.] (1958)

[Failure to introduce EMU coaches between Barddhaman and Asansol section of Eastern Railway.] (1959)

[Failure to run 2305/2306 with electric locos between Howrah and Asansol and earn revenue by providing stoppage at Asansol.] (1960)

SHRI JITENDRA NATH DAS
(Jalpaiguri): I beg to move:—

**"That the Demand under the Head
Railway Board be reduced by
Rs. 100."**

[Need to provide upper class waiting room at Dalkhola.] (11)

[Need to provide more broad gauge platforms at Guwahati railway station to maintain punctuality of long distance Mail/Express trains.] (12)

[Need to convert metre gauge line into broad gauge from Borsoi to Radhikapur.] (13)

[Need to start construction of broad gauge line from Eklakhi to Balurghat.] (14)

[Need to introduce Shatabdi Express between Sealdah and Guwahati.] (15)

[Need to provide sufficient lights at Dalkhola railway station.] (16)

[Need to provide stoppage of Kanchanjanga Express, Avadh-Assam Express at Dalkhola and Alutburi road station.] (17)

[Need to provide stoppage of Kanchanjanga Express at Samsi and Harishchandrapur stations.] (18)

[Need to provide stoppage of the proposed train from Katihar to Sealdah at Kumedpur, Harishchandrapur and Samsi.] (19)

[Need to extend the proposed train Katihar Sealdah upto New Jalpaiguri.] (20)

**"That the Demand under the Head
Assets—Acquisition, construction
and Replacement be reduced by
Rs. 100."**

[Need to construct a fly-over at Dalkhola level-crossing on NH-34.] (21)

[Need to construct fly-over at Kishanganj level-crossing on NH-31.] (22)

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to execute sanctioned scheme, of Eklakhi-Baburghat railway line.] (23)

[Failure to run the trains on time.] (24)

**"That the Demand under the Head
Railway Board be reduced by
Rs. 100."**

[Need to protect the passengers travelling with reservation tickets.] (25)

[Need to check train accident.] (26)

[Need to provide adequate security to passengers.] (27)

[Need to provide computer facilities for reservation at stations.] (28)

[Need to reduce recent hike in railway fares.] (29)

[Need to replace old boggies attached to Kanchanjunga Express by new boggies.] (30)

[Need to assure proper maintenance of trains and compartments.] (31)

[Need to provide suitable jobs to all workers attached with Loco-sheds of New Jalpaiguri and Alipur Duar.] (32)

[Need to improve the quality of meals supplied in the trains.] (33)

[Need to introduce Shatabadi type train between Coochbehar-NJR and Sealdah/Howrah.] (34)

[Need to give a stoppage for either North-east Express or Brahmaputra Mail at Mynaguri Jalpaiguri.] (35)

[Need to introduce Rajdhani type train between Guwahati and New Delhi daily.] (36)

[Need to introduce Rajdhani type train between Guwahati and Sealdah.] (37)

[Need to run Teesta-Torsa Express daily between Haldibari and Sealdah.] (38)

[Need to provide 1st Class/A.C. IInd Class compartment in Teesta-Torsa starting from Haldibari.] (39)

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to execute Eklakhi-Balughat Railway Project.] (40)

"That the Demand under the Head Central Superintendence and Service on Railways be reduced by Rs. 100."

[Need to check widespread mal-practices in the Railways.] (41)

[Need to provide passengers with at least minimum facilities.] (42)

[Need to withdraw the increase in railway fares.] (43)

[Need to provide computerised reservation facilities at all railway stations.] (44)

"That the Demand under the Head Repairs and Maintenance of Permanent way and works (Pages 17-24) be reduced by Rs. 100."

[Need to renovate Jalpaiguri Town and road railway stations.] (45)

[Need to build a fly-over on the level crossing within Siliguri town.] (46)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to improve catering and sanitation services in the railway restaurants.] (47)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to execute sanctioned scheme to lay double line from Maldah to Guwahati.] (48)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to start gauge conversion of lines between Siliguri Junction and Alipur Duar.] (49)

[Need to electrify Maldah-Guwahati railway lines.] (50)

[Need to start gauge conversion of lines between New Jalpaiguri and Siliguri.] (51)

[Need to execute the scheme of doubling railway lines between Maldah and Guwahati.] (52)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make arrangement for announcement in Bengali apart from English and Hindi in Howrah Rajdhani Express.] (96)

[Need to provide stoppage of 2305/2306 at Asansol.] (97)

[Need to run 2301/2302 daily and provide their stoppage at Asansol.] (98)

[Need to review the present stoppages of Howrah-Rajdhani Express.] (99)

[Need to improve the prestige of Howrah Rajdhani Express.] (100)

[Need to change the designation of Stewards of Howrah Rajdhani Express as Deputy Train Superintendent.] (102)

[Need to reduce the running time of Howrah Rajdhani Express.] (103)

[Need to provide free bed-rolls to the passengers of A.C. 3-Tier.] (104)

[Need to run Howrah Rajdhani Express on time.] (105)

[Need to abolish RAC system.] (106)

[Need to provide bed-rolls to the RAC passengers of AC 2-Tier till RAC system is abolished.] (107)

[Need to increase the speed of Howrah Rajdhani Express.] (109)

[Need to stop allotting seats to passengers in Pantry Cars of Howrah Rajdhani Express which is inconvenience to the passengers.] (110)

[Need to improve catering service in Howrah Rajdhani Express.] (111)

[Need to clean line properly in Howrah Rajdhani Express.] (112)

- [Need to replace old linen in Howrah Rajdhani Express by new ones.] (113)
- [Need to provide uniform and badges to the Coach Attendants of Howrah Rajdhani Express.] (114)
- [Need to provide same uniform to T.S., Catering Inspectors and Stewards of Howrah Rajdhani Express.] (115)
- [Need to provide at least minimum maintenance materials to the staff of Howrah Rajdhani Express.] (116)
- [Need to reinstall Geysers in Howrah Rajdhani Express.] (117)
- [Need to make available adequate supply of water all the time in Howrah Rajdhani Express.] (118)
- [Need to regularise book-sellers of Howrah Rajdhani Express as catering staff.] (119)
- [Need to provide berths for all catering staff at Pantry Cars of Howrah Rajdhani Express.] (120)
- [Need to keep the coaches of Howrah Rajdhani Express properly clean.] (121)
- [Need to provide a regular T.S. in Howrah Rajdhani Express.] (122)
- "That the Demand under the Head Railway Board be reduced to Re. 1."**
- [Failure to provide at least minimum passenger amenities in trains and stations of Howrah, Sealdah and Asansol divisions.] (127)
- [Failure to revert suburban fares at 1990 level.] (128)
- [Failure to cancel order to import 30 electric locomotives from Asea Brown Boveri of Switzerland ignoring the country's interest.] (129)
- [Failure to change the designation of the Stewards as Deputy Train Superintendent of Howrah Rajdhani Express.] (130)
- [Failure to place wagon order to registered members of the Wagon India Ltd.] (131)
- "That the Demand under the Head Railway Board be reduced to Re. 1."**
- [Failure to include four West Bengal Projects namely— Ahmedpur-Katwa, Barbbhaman-Katwa, Shantipur-Nabadwip Ghat on Eastern Railway and BDR Railway under S.E. Railway for gauge conversion programme.] (506)
- [Failure to include Eastern and North Eastern Regions under "Palace on Wheel" project.] (507)
- "That the Demand under the Lead Railway Board be reduced by Rs. 100."**
- [Need to take necessary steps to turn all unviable railway routes to viable.] (745)

[Need to take effective measure to stop malpractice on the reservation counter.] (746)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to include highly popular tourists routes namely, Calcutta-Digha, Calcutta - Sunderban, Calcutta- Murshidabad - Palsasi, Calcutta - Bishnupur, Calcutta-Shantineketan - Bolpur, NJP-Darjeeling in the proposed weekend holiday programmes initiated by the Railways.] (848)

[Failure to include Calcutta-Shantineketan and Calcutta-Darjeeling on the "Palace on Wheel" programme of Indian railways.] (849)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to set up a Railway Divisional office at New Jalpaiguri.] (1429)

[Need to extend proposed passenger train Kathihar-Sealdah upto New Jalpaiguri.] (1430)

[Need to increase reservation quota for Moynaguri and Jalpaiguri station for Teesta Torsha Express.] (1431)

[Need to provide reservation quota at Jalpaiguri road station for Tinsukia Mail NE Express.] (1432)

[Need to start weekend tours from New Jalpaiguri to other North Eastern States.] (1433)

[Need to take immediate steps to revive Siliguri junction and Alipurduar junction railway stations.] (1434)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce Rajdhani/Satabdi type trains between Sealdah/Howrah and New Jalpaiguri from the tourist point of view.] (1912)

[Failure to extend the proposed passenger train namely Sealdah-Kathihar upto New Jalpaiguri.] (1913)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to attach AC First class, A.C. Chair Car and A.C. 3 tier with Darjeeling mail running between Sealdah and NJP daily.] (2156)

[Need to attach AC chair cars and A.C. 3 tier in Kamrup Express between Howrah and Guwahati.] (2157)

[Need to attach A.C. first class, A.C. chair cars and A.C. 3 tier with Teesta-Torsha Express.] (2158)

[Need to attach pantry car with Teesta-Torsha Express.] (2159)

[Need to run Teesta-Torsha Express daily before next time table.] (2160)

[Need to reduce running time of N.E. Express, Brahmaputra Mail,

- Howrah-Kalka Mail and Poorva Express immediately.] (2161)
- [Need to construct more quarters for railway employees.] (2162)
- [Need to introduce EMU coaches between Barddhaman and Asansol section of Eastern Railway.] (2163)
- [Need to provide stoppage of 2305/2306 at Asansol before next time table.] (2164)
- [Need to run suburban trains on time in Howrah, Sealdah and Kharagpur Divisions.] (2165)
- [Need to stop travelling of male passengers in Ladies compartments.] (2166)
- [Need to provide stoppage of Teesta-Torsha Express at Belacoba.] (2167)
- [Need to construct a Rail Yatri Niwas at New Jalpaiguri station.] (2168)
- [Need to save wastage of time by running the Teesta-Torsha Express separately between Haldibari and Sealdah and Coochbehar and Sealdah.] (2169)
- [Need to introduce another passenger train between Sealdah and NJP.] (2170)
- [Need to run Darjeeling Mail Kanchanjungha Express, Gour Express, Kamrup Express and Teesta-Torsha Express on time.] (2171)
- [Need to introduce one Shatabdi/Rajdhani type train between Howrah/Sealdah and NJP to attract tourist.] (2172)
- SHRI AJOY MUKHOPADYAY (Krishnagar): I beg to move:—
- "That the Demand under the Head Railway Board be reduced to Re. 1."**
- [Failure to evolve a comprehensive and balanced policy for extending and strengthening railway facility with a view to removing regional imbalances.] (53)
- [Failure to ensure punctuality and safety in railway journey.] (54)
- [Failure to eradicate malpractices and to check growing inefficiency in the railway administration.] (55)
- [Failure to arrest rapid deterioration in railway services.] (56)
- [Failure to provide due amenities to railway passengers.] (57)
- [Failure to chalk-out-timebound programme for implementation of all ongoing railway projects.] (58)
- [Failure to evolve a suitable plan for optimum utilisation of railway land lying vacant.] (59)
- "That the Demand under the Head Railway Board be reduced by Rs. 100."**
- [Need to chalk out a time-bound programme for completion of all

- ongoing projects in West Bengal including Eklakshi-Balurghat project.] (60)
- [Need to withdraw proposal for hike in fares of monthly season tickets.] (71)
- [Need to speed up work of extension of Metro Rail upto Garia in West Bengal.] (61)
- [Need to withdraw proposals for hike in freight charges in respect of essential commodities.] (72)
- [Need to place orders for wagons in different wagon building units in Public Sector.] (62)
- [Need to withdraw the proposal for imposing fee on manually operated reservations.] (73)
- [Need to continue the use of Northey Exhausters in trains.] (63)
- [Need to provide more railway service in West Bengal and Bihar.] (74)
- [Need to exploit full capacity of Chittaranjan Locomotive Works.] (64)
- [Need to take back the entire catering services from the private contractors.] (75)
- [Need to make arrangement for supply of drinking water at all railway stations.] (65)
- [Need to abandon the move for handing over works at different Railway Stations to private agencies.] (76)
- [Need to ensure supply of good quality food in all long distance trains.] (66)
- [Need to reinstate the remaining railway employees whose services were terminated without assigning any reason.] (77)
- [Need to improve the standard of catering service in Rajdhani and Shatabdi Express trains.] (67)
- [Need to provide alternative employment to those workers who were handling with coal and ash at loco sheds.] (78)
- [Need to wash properly bed sheets, pillow covers etc. provided in trains.] (68)
- [Need to fillup large number of posts lying vacant in the Railways all over the country.] (79)
- [Need to make proper sleeping arrangement for catering and other staff of Howrah-New Delhi Rajdhani Express.] (69)
- [Need to avoid reduction of work force in the Railways.] (80)
- [Need to withdraw proposals for enhancement of railway fares in respect of second class and sleeper class passengers.] (70)
- [Need to ensure proper maintenance and cleanliness in railway coaches and attached lavatories.] (81)

[Need to keep the lights and fans in all railway compartments and attached toilets in order and to ensure regular supply of water in toilets.] (82)

[Need to ensure punctuality of and safety in all trains.] (83)

[Need to keep railway tracks at Sealdah Railway platforms neat and clean.] (84)

[Need to improve amenities for second class passengers.] (85)

[Need to provide sufficient light and fan at all railway stations.] (86)

[Need to introduce a pair of fast trains between Sealdah and Krishnagar in Sealdah Division of Eastern Railway.] (87)

[Need to replace the old and outmoded coaches of the trains running in Ranaghat-Geda Section of Sealdah Division of Eastern Railway.] (88)

[Need to take effective measures to stop smuggling of Indian goods to Bangladesh by passenger trains in Ranaghat-Gede Section of Sealdah Division of Eastern Railway.] (89)

"That the Demand under the Head Assets—Acquisition, Construction and replacement be reduced by Rs. 100."

[Need to take steps for electrification of Ranaghat-Gede Section

of Sealdah Division, Eastern Railway.] (90)

[Need to construct double line from Kalinarayanpur Jn. to Lalgola section of Sealdah Division, Eastern Railway.] (91)

[Need to convert Santipur-Nabadwip narrow-gauge line into broad-gauge line.] (92)

[Need to speedup ongoing construction of over-bridge at Debagram railway platform in Sealdah Division Eastern Railway.] (93)

[Need to speedup construction of foot-way by the side of railway bridge over Paghchandi river in Nadia district, West Bengal.] (94)

[Need to raise the platforms of different railway stations in Ranaghat-Gede section of Sealdah Division, Eastern Railway.] (95)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to improve the medical facilities provided in Howrah Rajdhani Express.] (101)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to reduce monthly season ticket fares and 2nd class fares.] (176)

[Failure to revert monthly season ticket fare at 1990 level.] (177)

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to raise exemption limit upto 250 K.M. in respect of monthly season ticket fares.] (221)

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to include four West Bengal projects for gauge conversion programme namely Ahmedpur-Katwa, Barddhaman-Katwa, Shantipur-Nabadwip Ghat in Eastern Railway and BDR Railway under South Eastern Railway.] (556)

[Failure to include Eastern and North-Eastern Region under "Palace on Wheel" project.] (557)

**"That the Demand under the Head
Railway Board be reduced by
Rs. 100."**

[Need to stop shifting the Headquarters of South-Eastern Railway from Garden Reach Calcutta.] (728)

[Need to take effective steps for making uneconomic railway lines viable.] (729)

[Need to refrain from closing down railway lines on the plea of economic viability.] (730)

[Need to evolve a comprehensive policy on gauge conversion.] (731)

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to change the designation of Stewards of Howrah Rajdhani Express as Deputy Trains Superintendent as it was done by some other Zonal Railway.] (738)

**"That the Demand under the Head
Railway Board be reduced by
Rs. 100."**

[Need to give trade union rights to the unions and associations of railways.] (2202)

[Need to reduce railway accident by improving signaling system and track maintenance.] (2203)

[Need to regularise all casual workers and contractor workers.] (2204)

[Need to run Howrah-Supra Express daily instead of twice a week.] (2205)

[Need to haul 2305/2306 by electric locos between Howran and Asansol and save fuel by providing stoppage there.] (2206)

[Need to attach pantry cars in long distance trains and run it by railway's catering service.] (2207)

[Need to implement the assurance of absorbing the coal and ash-handling workers in railways.] (2208)

[Need to redeploy surplus staff of Steam Loco-Sheds and yards.] (2209)

[Need for abandoning of Transhipment work and abolition of intermediate train examination points.] (2210)

[Need to put a halt to privatisation move in the railways.] (2211)

[Need to stop running of trains with inadequate break power immediately.] (2212)

[Need to stop forcing staff to perform unlimited hours of work.] (2213)

SHRI PREM CHAND RAM

(Nawada): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to issue 10 per cent waiting list tickets according to capacity of each class.] (108)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce one express train between New Delhi and Howrah via Gaya-Nawadah and Kiul.] (1778)

[Need to introduce one Express train from Tinsukia to New Delhi via Gaya-Nawadah and Kiul.] (1779)

[Need to construct double line between Gaya and Kiul.] (1780)

[Need to construct broad-gauge line from Patna to Bodhgaya via

Rajgir-Hasua and also to introduce local train there.] (1781)

[Need to introduce another Rajdhani Express between Howrah and New Delhi on the pattern of Western Railway before issue of next time table and provide its stoppage at Asansol.] (1782)

[Need to introduce Shatabdi type express train between Howrah and Patna, Howrah and Gaya, Howrah and Tata, Howrah and Bhubaneswar, Howrah and New Jalpaiguri and Sealdah and Guwahati.] (1783)

SHRI PURNA CHANDRA MALIK

(Durgapur): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run 2305/2306 with electric loco between Howrah and Asansol and to save fuel as well as foreign exchange.] (123)

[Need to take immediate steps to run a second Rajdhani Express between Howrah and New Delhi with stoppage at Asansol before next time table.] (124)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to start electrification of Andal-Sainthia section on Eastern Railway immediately.] (711)

[Need to include Barddhaman-Katwa, Ahmedpur-Katwa,

Bankura-Damodar river rail lines for gauge conversion programme immediately.] (712)

[Need to take up the construction of double line between Andal and Sainthia section on Eastern Railway immediately.] (713)

[Need to take up the construction of double line between Bandel-Katwa section on Eastern Railway.] (714)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide licence to all hawkers immediately.] (718)

[Need to increase the frequency of Barddhaman Howrah, Barddhaman - Sealdah, Barddhaman - Rampurhat and Barddhaman - Asansol local trains and provide more rakes.] (719)

[Need to start EMU coaches between Barddhaman and Asansol section of Eastern Railway immediately.] (720)

[Need to provide stoppage of Coalfield Express at Barddhaman station.] (721)

[Need to raise platforms of different stations under Asansol Division.] (722)

[Need to make necessary arrangements to provide portable drinking water at all stations under Asansol Division.] (723)

[Need to reduce running time of Black Diamond Express, Coalfield Express and Asansol Express.] (724)

"That the Demand under the Lead Railway Board be reduced by Rs. 100."

[Need to provide sufficient lights, sheds, and seating arrangements at different stations under Asansol Division.] (739)

[Need to provide return journey ticket facilities at Asansol computer reservation counter.] (740)

[Need to clean properly all stations including platforms and take anti-pollution measures at different stations under Asansol Division.] (741)

[Need to increase the frequency of Adra-Asansol Kharagpur-Asansol and Tata-Asansol passenger trains and introduce EMU coaches in these sections immediately.] (742)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to improve the medical facilities in Howrah-Rajdhani Express.] (1325)

[Need to provide security guards in Howrah-Rajdhani Express between Howrah and Mugalsarai.] (1326)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to issue waiting list tickets only 10% of the total capacity of the each class.] (1784)

[Need to provide TTE/Coach Attendant to each Sleeper Class (3T) to check over-crowding.] (1785)

[Need to provide adequate drinking water in Sleeper Class (3T).] (1786)

[Need to provide more amenities in Sleeper Class (3T) coaches.] (1787)

[Need to provide bed-rolls in Sleeper Class coaches.] (1788)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to take necessary steps to introduce passenger trains between Asansol and Bolpur via Khana Loop section of Eastern Railway.] (1931)

[Need to take immediate steps to introduce EMU trains between Barddhaman and Asansol section of Eastern Railway.] (1932)

SHRI HARADHAN ROY (Asansol):
I beg to move:—

[Need to take necessary steps for provision of a linen Room in A.C. 3-Tier of Howrah Rajdhani Express] (126)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to allot more funds to complete pending railway projects in West Bengal.] (132)

[Failure to revert IInd class fare at 1990 level.] (133)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to change the designation of the Stewards as Deputy Train Superintendent of Howrah Rajdhani Express.] (172)

[Failure to place wagon order to registered members of the Wagon India Ltd.] (173)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend suburban rail service upto Asansol.] (222)

[Failure to take up conversion work of Ahmedpur-Katwa, NG, Barddhaman-Katwa, NG, Shantipur-Nabadwip Ghat, NG, BDR, NG into West Bengal.] (225)

[Failure to review the massive gauge conversion.] (226)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to electrify Circular Railway route so as to run EMU services and increase frequency of EMU services.] (554)

[Failure to implement the much wanted uni-gauge policy of the Government in the Eastern sector by conversion of narrow gauge routes of Shantipur - Nabadwip Ghat, Barddhaman - Katwa, Ahmedpur - Katwa and

Bankura - Damodar and construction of broad gauge line from Howrah to Amta.] (555)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to introduce EMU rake between Kharagpur - Dankuni - Barddhaman (Chord line).] (580)

[Need to run EMU coaches from Kharagpur to Sealdah *via* Belanagar.] (581)

[Need to provide EMU rake between Kharagpur and Barddhaman *via* Liluah and Bandel Main line.] (582)

[Need to introduce EMU coach between Howrah and Kharagpur *via* Ramkistopur-Shalimar-Santragachi.] (583)

[Need to speed up the construction of Khana to Jhaptardhal line.] (584)

[Need to start immediately remodelling of Barddhaman Yard.] (585)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop handing over of different railway stations to private sector.] (592)

[Failure to stop privatisation of catering services and improve the service in cooperation with the staff.] (593)

[Failure to increase the strength of ticket collecting staff.] (594)

[Failure to reduce over-crowding of coaches.] (595)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce EMU rake between Kharagpur-Dankuni-Barddhaman (Chord line).] (598)

[Need to run EMU coaches from Kharagpur to Sealdah *via* Palanagar.] (599)

[Need to provide EMU rake between Kharagpur and Barddhaman *via* Liluah and Bandal (Main line).] (600)

[Need to introduce EMU coaches between Howrah and Kharagpur *via* Ramkistopur-Shalimar-Santragachi.] (601)

[Need to speed-up the construction of Khana to Jhaptardhal line.] (602)

[Need to start immediately remodelling of Barddhaman Yard.] (603)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase indigenous production of high speed electric locos at C.L.W.] (716)

[Need to reinstate all retrenched railway employees immediately.] (717)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up modernisation work for Barddhaman, Asansol, Durgapur AND Raniganj railway stations.] (732)

[Need to construct fly-over at all level crossings on G.T. Road passing through Barddhaman district.] (733)

[Need to start construction of double line between Khana and Sainthia sections of Eastern Railway.] (734)

[Need to start electrification of Bandel-Katwa section of Eastern Railway.] (735)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make Rajdhani Express between New Delhi and Guwahati tri-weekly.] (862)

[Need to run Shatabdi Express between Sealdah and New Jalpaiguri from tourist point of view.] (863)

[Need to attach A.C. 1st Class with Poorva Express between Howrah and New Delhi.] (864)

[Need to provide A.C. Chair Cars in Poorva Express between New Delhi and Howrah.] (865)

[Need to introduce new passenger train between Howrah and New Delhi.] (866)

[Need to restore Asansol-Puri passenger train.] (867)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide modern medical facilities in Howrah Rajdhani Express.] (1172)

[Failure to provide security guards between Howrah and Mugalsarai in Howrah Rajdhani Express.] (1173)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to prevent formation of Catering Corporation in the context of disinvestment of public sector undertakings in the country.] (1435)

[Need to refrain from investment in tourism and hotel industry through the proposed Catering Corporation.] (1436)

[Need to improve the medical facilities in Howrah Rajdhani Express.] (1437)

[Need to provide security guards in Howrah-Rajdhani Express between Howrah and Mugalsarai.] (1438)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to take immediate action to regularise the services of book-sellers in Howrah Rajdhani Express.] (1629)

[Need to introduce Shatabdi Express between Tatanagar and Howrah.] (1630)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take proper administrative steps to fill up the vacancies in railways.] (1763)

[Failure to dispose of pending cases of providing jobs on compassionate grounds in different Zonal Railways.] (1764)

[Failure to give more orders to Chittaranjan Locomotive works for electric locomotives.] (1765)

[Failure to provide more EMU rakes to Eastern Railway to meet the demand.] (1766)

[Failure to reduce over-crowding in sleeper classes (3T) and provide more amenities in those coaches.] (1767)

[Failure to run DMU and EMU coaches for short distance passengers thereby reducing over-

crowding in long distance sleeper coaches.] (1768)

[Failure to increase general compartments in all passenger trains.] (1769)

[Failure to give more wagon orders to increase earnings from goods movements.] (1770)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make arrangements to supply adequate cold drinking water in Howrah Rajdhani Express.] (1771)

[Need to replace chairs by berths in pantry cars for staff in Howrah Rajdhani Express.] (1772)

[Need to increase varieties in food items served in Howrah Rajdhani Express.] (1773)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase production of high speed electric locos at Chittaranjan Locomotive Works instead of importing such locos.] (1961)

[Failure to introduce the proposed train between Howrah and Jaipur at earliest.] (1962)

[Failure to develop backward areas of Eastern and North Eastern region by converting MG and NG lines into BG one.] (1963)

[Failure to re-store dining cars in Black Diamond and Coalfield Express trains.] (1964)

[Need to introduce an express train between Howrah and Chittaranjan.] (2147)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the frequency of DMU service between Asansol and Jhajha and provide one more such rake for this section.] (2148)

[Need to place order for wagons against half yearly programme of Railways to Public Sector Undertakings.] (2138)

[Need to reduce expenditure of the Railway Board.] (2149)

[Need to honour the tender floated for Northey Exhausters by CLW for their requirements of 1994-95 programme.] (2139)

[Need to set up Rail Yatri Niwas at Durgapur, Asansol, Tarakeswar and Bolpur.] (2150)

[Need to place more order for EMU coaches to Jessop Company, a Public Sector Undertaking.] (2140)

[Need to run 8017/8018 daily and attach a dining car with it.] (2151)

[Need to replace over-aged coaches in all passengers trains.] (2141)

[Need to run 2381/2382 daily via Gaya, Mughal Sarai, Allahabad.] (2152)

[Need to procure more coaches to fulfil the requirement of.] (2142)

[Need to run Himgiri Express daily.] (2153)

[Need to set up a coach manufacturing unit at Durgapur to fulfil the growing demand.] (2143)

[Need to arrange separate coaches for daily commuters in Black diamond, Coalfield and Asansol Expresses so that other passengers are no being harassed.] (2154)

[Need to introduce a fast passengers train between Howrah and Pune.] (2144)

[Need to stop handing over catering services to private contractor and run catering services in all trains by Railways.] (2155)

[Need to run a fast passenger train between Howrah/Sealdah and Bhopal.] (2145)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to ensure cleanliness in all Sleeper Class coaches.] (2146)

[Need to introduce an express train between Howrah and Hatia via

Bardhaman-Durgapur-Asansol-Burnpur-Adra-Purulia.] (2214)

[Need to run 8475/8476 via Asansol-Burnpur-Adra.] (2215)

[Need to introduce a fast passenger train between Howrah and Chandil.] (2216)

[Need to modernise and beautify Asansol railway station.] (2217)

[Need to run 3307/3308 to and from Asansol.] (2218)

[Need to run shuttle trains between Asansol and Hatia.] (2219)

SHRIMATI MALINI BHATTACHARYA (Jadavpur): I beg to move:—

“That the Demand under the Head Railway Board be reduced to Re. 1.”

[Failure to raise exemption limit upto 250 km in respect of monthly and 2nd class fares.] (134)

[Failure to cancel import order for 30 electric locomotives from ABB taking into account the track conditions of our country.] (135)

“That the Demand under the Head Railway Board be reduced by Rs. 100.”

[Need to provide greater Circular Railway from Howrah via Ramkishopur - Shibpurchar - Shalimar - Santragachi - Bhattanagar - Belanagar - Bally - Belur - Liluah to Howrah.] (146)

[Need to complete entire stretch of Metro Railway at Calcutta within the specific time i.e. by 1995.] (147)

[Need to provide more funds to complete the works of Metro Railway, Calcutta.] (148)

[Need to extend Metro Railway upto Geria and Ramrajatala.] (149)

[Need to construct 2nd line between Baruiপুর and Diamond Harbour under Sealdah Division of Eastern Railway.] (150)

[Need to connect S.K. Railway with Eastern Railway and run EMU coaches for the benefit of the passengers.] (151)

[Need to complete Princepghat to Majerhat section of Circular Railway Calcutta immediately.] (152)

[Need to speed up construction work between Kulpi and Namkhara for development of Sunderban region.] (153)

[Need to allocate more funds to speed up the work for construction of 2nd line between Dattapukur and Bongaon Eastern Railway.] (154)

[Need to provide additional corridors between Dum Dum Jn. and Sealdah.] (155)

[Need to provide additional up line between Bally and Sreerampur Eastern Railway.] (156)

[Need to construct double line between New Alipore and Budge-Budge Eastern Railway.] (157)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase suburban train services in suburban section of Howrah and Sealdah Divisions.] (203)

[Failure to reduce Season Ticket fares and 2nd class fares.] (204)

[Failure to raise quantity of freight adequately.] (205)

[Failure to place sufficient wagon orders which would be needed for freight traffic expected to be enhanced with gauge conversion.] (206)

[Failure to stop import of locomotives.] (207)

[Failure to provide additional trains during peak-hours from Jadavpur to Sealdah.] (208)

[Failure to raise adequate revenue in Suburban section.] (209)

[Failure to stop privatisation of catering service.] (210)

[Failure to complete circular railway in Calcutta on Princep Ghat-Majherhat section.] (211)

[Failure to enhance passenger facilities in Suburban Section, Howrah and Sealdah Divisions.] (212)

[Failure to enhance passenger facilities in Suburban Section raising of rates of freight and fare every year.] (213)

[Failure to increase efficiency in ticket collecting system.] (214)

[Failure to prevent diversion of funds from on-going projects for unplanned massive gauge conversion.] (215)

[Failure to complete the first phase of Metro Railway, Calcutta.] (216)

[Failure to place wagon order to public sector undertakings threatening their existence and job security.] (217)

[Failure to allot more funds to complete pending railway projects in West Bengal.] (218)

[Failure to revert 2nd class fare at 1990 level.] (219)

[Failure to revert Season Tickets fare at 1990 level.] (220)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct the missing link between Princeghat and Majerhat to complete the circle of the circular Railway Calcutta.] (504)

[Failure to construct the Circular Railway and Greater Circular Railway for Howrah for which track and other facilities are available.] (505)

SHRI HANNAN MOLLAH (Uluberia)
I beg to move:—

**"That the Demand Under the Head
Railway Board be reduced to
Re. 1."**

[Failure to withdraw increase in fares of monthly season tickets.] (136)

[Failure to withdraw increase in 2nd class passenger fares.] (137)

[Need to run suburban trains regularly and maintain punctuality to Howrah-Sealdah Division of Eastern and South-Eastern Railway.] (197)

[Need to improve the maintenance of EMU coaches under Eastern and South-Eastern Railways.] (198)

[Need to increase the number of trains at Howrah-Bargachla section and increase the speed of the trains.] (199)

[Need to reduce the suburban train fares.] (200)

[Need to construct fly overs at Mourigram, Santragachi, Bagnan, Liluah Stations.] (201)

[Need to connect all platforms of Howrah by over-bridge or sub-way.] (202)

**"That the Demand under the Head
Assets—Acquisition, Construction
and Replacement be reduced by
Rs. 100."**

[Need to bring down suburban train fare to the level of 1990.] (321)

[Need to extend suburban area upto Barakar.] (322)

[Need to recruit adequate number of ticket checking staff.] (323)

[Need to issue licences to hawkers on receipt of fees.] (324)

[Need to construct two additional tracks between Sealdah and Dum Dum.] (325)

[Need to construct the third track from Chandanpur to Saktigarh immediately.] (326)

[Need to clean platforms properly and regularly of all stations under Howrah, Sealdah and Kharagpur Divisions of Eastern Railway and Sourthen-Eastern Railway.] (327)

[Need to remove unauthorised occupation from the platforms.] (328)

[Need to provide identity cards and licence to the Hawkers.] (329)

[Need to increase the number of EMU rakes in Sealdah and Howrah Divisions by 20 percent each year.] (330)

[Need to increase the number of platforms in all stations under Howrah and Sealdah Divisions to handle larger number rakes simultaneously.] (331)

[Need to increase the length of platforms in Sealdah station to enable it handle rakes with larger number of coaches.] (332)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to take up construction of double line between Sheoraphully and Tarakeswar, Eastern Railway.] (574)

[Need for conversion of Barddhaman-Katwa narrow gauge line into broad gauge line on Eastern Railway.] (575)

[Need for conversion of Ahmedpur-Katwa and Shantipur-Nabadwip line into broad gauge.] (576)

[Need to take construction of broad gauge line from Howrah to Shiakhala.] (577)

[Need to formulate corporate plan for Eastern Railway South-East Railway and N.E. Railway.] (578)

[Need to include West Bangal narrow gauge lines in Uni-gauge Conversion Programme.] (579)

SHRI SUDARSAN RAYCHAUDHURY (Sarampur): I beg to move:-

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to allot more funds to complete Chandanpur to Shaktigarh railway line.] (158)

[Need to start construction work for Dankuni Freight Terminal.] (159)

[Need to provide at least 2 EMU rakes for Barddhaman-Sealdah via Bandel section.] (160)

[Need to start EMU train between Barddhaman and Asansol immediately.] (161)

[Need to take necessary steps to prevent water-logging in the sub-way at Bandel, Dum, Konnagar, Bally and Belur.] (162)

[Need to construct fly-over at Bandel and Liluah.] (163)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to complete Howrah-Amta-Champardanga railway project in South-Eastern Railway.] (185)

[Need to construct sub-way at Konnagar station at Howrah-Bandel section of Eastern Railway.] (186)

[Need to provide passengers amenities at Uttarpara Konnagar. Hind Motor, Sheorafulli stations of Howrah-Bandel section of Eastern Railway.] (187)

[Need to revert suburban railway fares to 1990 level.] (188)

[Need to increase number of suburban trains at Howrah-Bargachia section of South-Eastern Railway.] (189)

[Need to increase number of suburban trains at Howrah-Uluberia

section of South-Eastern Railway.] (190)

[Need to construct railway line upto Munshirhat immediately.] (191)

[Need to connect Howrah station with Vidyasagar Setu.] (192)

[Need to link Kharagpur and Haldia with Sealdah via Andul and Dankuni.] (193)

[Need to complete Shanrail Railway Goods Yard immediately.] (194)

[Need to provide terminal facilities at Bagnan to enable EMU to originate from there.] (195)

[Need to introduce Bagnan local train between Howrah and Bagnan.] (196)

SHRI AMAL DATTA (Diamond Harbour): I beg to move:—

“That the Demand under the Head Railway Board be reduced to Re. 1.”

[Failure to pursue upgradation of locomotives and rolling stock through research and development but resorting to imported technology and locomotives.] (164)

[Failure to frame a construction policy of wagon procurement thereby causing havoc in the large public sector wagon industry.] (165)

[Failure to give up the policy on expansion of railway lines in

favour of policy of contraction by closing down some branch lines.] (166)

[Failure to give policy of privatisation of services at railway stations including big terminal stations like Howrah and Sealdah.] (167)

[Failure to frame a correct policy of effecting economy by using infructuous expenditure and wastes in the new construction work maintenance and day-to-day expenditure.] (168)

[Failure to frame policy and the targets for carriage of high freight paying general merchandise in order to earn high revenues which will obviate necessity of increasing freight and fares.] (169)

[Expenditure of enormous sums on gauge conversion at the cost of essential capital expenditure due for long period and of safety requirement like replacement/repairing of bridges and culverts etc.] (170)

[Failure to arrange for faster transportation between the Metropolitan Cities by induction of new and renewal of old technology for both permanent ways and rolling stocks.] (171)

“That the Demand under the Head Railway Board be reduced by Re. 1.”

[Failure to raise exemption limit upto 250 K.M.] (553)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to review the massive gauge conversion programme.] (1068)

[Need to provide separate corridor for suburban services at Howrah/Sealdah.] (1069)

[Need to provide foot-overbridge/sub-way between Ultadanga Road Circular Railway and Bidhan Nagar Station.] (1070)

[Need to provide more DMUs on the Princepghat-Dum Dum section of Circular Railway during peak hours till it is electrified.] (1071)

[Need to electrify entire route of Circular Railway and run EMU coaches there.] (1072)

[Need to provide a Circular Railway on Howrah side from Howrah Goods via Ramkistopur - Shipurchar - Shalimar - Santragachi to Howrah by using defunct goods line.] (1073)

[Need to complete Princepghat to Mejerhat section of Circular Railway, Calcutta immediately.] (1074)

[Need to speed up construction work between Kulpi and Namkhana for development of Sunderban region.] (1075)

[Need to allocate more funds to speed up the work for construc-

tion of IInd line between Dattapukur and Bongaon, Eastern Railway.] (1076)

[Need to provide additional corridors between Dum Dum junction and Sealdah.] (1077)

[Need to provide additional up line between Bally and Sreerampur, Eastern Railway.] (1078)

[Need to construct double line between New Alipore and Budge Budge, Eastern Railway.] (1079)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to withdraw the directives issued to the Zonal Railways for withdrawal of local trains and other amenities in suburban areas.] (596)

[Failure to bring down suburban train fare to the level of 1990.] (597)

SHRI BASUDEB ACHARIA
(Bankura): I beg to move:—

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide minimum passenger amenities in trains and stations of Howrah, Sealdah and Asansol Divisions.] (174)

[Failure to revert suburban fares at 1990 level, particularly for 2nd class fare and monthly season tickets.] (175)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to review massive gauge conversion programme.] (179)

[Failure to stop diversion of allotted funds to the massive gauge conversion programme.] (180)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to allot adequate funds to complete the on-going projects in West Bengal whereas massive allocations were made for gauge conversions in some particular areas neglecting other parts of the country.] (546)

[Failure to place wagon order to public sector undertakings thereby threatening their existence and job security.] (547)

[Failure to cancel the import order of 30 electric locomotives from Asea Brown Boveri of Switzerland ignoring the country's interest.] (548)

[Failure to construct the missing link between Pricepghat and Majerhat to complete the circle of the Circular Railway, Calcutta.] (549)

[Failure to construct the Circular Railway and Greater Circular Railway for Howrah for which track and other facilities are available.] (550)

[Failure to utilize unused idle railway lines to prevent encroachment.] (551)

[Failure to fill up the vacancy indifferent categories particularly ticket checking staff.] (552)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to withdraw the proposed hike in freight rates to contain price rise.] (223)

[Failure to bring down suburban train fare as well as 2nd class fares to the level of 1990.] (224)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to include highly popular tourist routes namely, Calcutta - Digha, Calcutta - Sunderban, Calcutta - Palasi - Munshidabad, Calcutta - Bishnupur, Calcutta - Shantiniketan - Bolpur, NJP - Darjeeling - Kurseong - Klimpong - Jaldapara Reserve Forest - Sikkim, Calcutta - Asansol - Maithon - Topchachi, Calcutta - Puri in the proposed weekend holiday programmes initiated by the Ministry.] (558)

[Failure to include Calcutta-Shantiniketan, Calcutta-New Jalpaiguri-Darjeeling-Kalimpong-Kurseong, Calcutta-Gaya-Nalanda-Varanasi on the "Palace on Wheel" programme of Indian Railways.] (559)

[Failure to initiate measures for implementing the East-West and North-South corridors for Metro

Railway Project at Calcutta.] (560)

way from Garden Reach, Calcutta.] (736)

[Failure to introduce a non-stop train to and from Howrah.] (561)

[Failure to take effective steps for making uneconomic railway lines into viable.] (737)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to review the massive gauge conversion programme.] (562)

[Need to extend 481/482 Muri-Barkakana passenger train upto Purulia.] (1607)

[Need to provide a separate corridor for suburban services at Howrah/Sealdah.] (563)

[Need to take immediate measures for terminal facility at Purulia for the maintenance of rakes.] (1608)

[Need to provide foot-overbridge/sub-way between Ultadanga Road on Circular Railway, and Bidhan Nagar stations.] (564)

[Need to construct more platforms at Purulia railway station.] (1609)

[Need to provide more DMUs on the Princepghat-Dum Dum section of Circular Railway during peak hours till it is electrified.] (565)

[Need to take immediate action for diversion of 8015-8016 Howrah-Hatia Express via Purulia-Chandil.] (1610)

[Need to electrify entire route of Circular Railway and run EMU coaches there.] (566)

[Need to take immediate action for diversion of 8689/8690 Bakora-Alleppy Express via Purulia thrice a week.] (1611)

[Need to provide a Circular Railway from Howrah goods via Ramkistopur - Shibpurchar Shalimar - Santragachi to Howrah by using defunct goods line.] (567)

[Need to make Howrah-Purulia Express as a Fast passenger train.] (1612)

"(Disapproval of Policy) That the Demand under the Head Railway Board be reduced to Re. 1."

[Need to run the proposed Rajdhani Express between Guwahati and New Delhi daily.] (1613)

[Failure to avoid shifting of Headquarters of South-Eastern Rail-

[Need to increase the frequency of the proposed Rajdhani Express between Bhubaneswar and New Delhi.] (1614)

[Need to introduce Shatabdi type trains between Sealdah and New Jalpaiguri and between Guwahati and New Jalpaiguri from tourists point of view.] (1615)

[Need to introduce Shatabdi Express between Howrah and Bhubaneswar, Howrah and Patna and Howrah and Gaya.] (1616)

[Need to provide a pantry-car in Purulia-Howrah Express.] (1617)

[Need to re-introduce A.C. Chair Cars in Poorva Express.] (1618)

[Need to introduce a second Rajdhani Express between Howrah and New Delhi daily issue of next time table with a stoppage at Asansol.] (1619)

[Need to provide a hot-case in A.C. 3-tier coach in Howrah-New Delhi Rajdhani Express.] (1620)

[Need to improve medical arrangements in Howrah Rajdhani Express.] (1621)

[Need to provide security guards in Howrah-New Delhi Rajdhani Express between Howrah and Mugalsarai also.] (1622)

[Need to provide stoppage of Kalka Mail, Poorva Express at Raniganj.] (1623)

[Need to connect Asansol computer reservation centre with satellite so that return reservation facilities could be available there.] (1624)

[Need to clean Asansol Station properly and renovate it.] (1625)

[Need to provide man at all level-crossings between Barakar and Baradhaman.] (1626)

[Need to take up immediately construction of second line between Asansol and Burnpur section of South Eastern Railway.] (1627)

[Need to renovate retiring rooms at Asansol and construct some more delux type retiring rooms there.] (1628)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce one super fast passenger train between Howrah and New Delhi.] (1761)

[Failure to connect all district headquarters of West Bengal with the National Capital by rail.] (1762)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take necessary steps for providing berths for catering and other staff Howrah Rajdhani Express.] (1893)

[Failure to run New Delhi-Bhubaneswar Rajdhani Express via Bankura and Adra.] (1894)

[Failure to provide shoes to the catering staff of Howrah Rajdhani Express.] (1895)

[Failure to take immediate steps for providing free bed rolls to the A.C. 3-tier passengers of Howrah Rajdhani Express.] (1896)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run 2301/2302 daily and provide as many stoppages to it as to New Delhi-Bhubaneswar Rajdhani Express.] (1897)

[Need to issue waiting list tickets only 10% of the total capacity of the each class.] (1898)

[Need to keep a spare engine for Howrah Rajdhani Express after each 200 KM.] (1899)

[Need to keep more high speed electric locos at Howrah electric loco sheds and Asansol electric loco sheds.] (1900)

[Need to stop bringing water bottles and evening snacks for downward journey in Howrah Rajdhani Express and purchase the same from New Delhi based catering services.] (1901)

[Failure to regularise all casual workers in the Railways.] (1965)

[Failure to ensure the punctuality of passengers trains particularly those running under Howrah, Sealdah, Asansol and Kharagpur divisions.] (1966)

[Failure to reduce expenditure of the Railway Board.] (1967)

[Failure to provide basic amenities to the travelling passengers.] (1968)

[Failure to take immediate steps to run 2305/2306 by electric locos between Howrah and Asansol to save fuel as well as earn revenue by providing stoppage at Asansol.] (1969)

[Failure to introduce second Rajdhani Express between Howrah and New Delhi.] (1970)

[Failure to provide oxygen cylinder for emergency in Howrah Rajdhani Express.] (1971)

[Failure to take immediate steps to run Bhubaneswar Rajdhani Express under administrative control of Eastern Railway.] (1972)

[Failure to issue necessary instructions so that accommodation may be provided in the same class to the attendant of railway pass holder and designate him as companion instead of attendant.] (1973)

[Failure to issue necessary instructions so that railway employees can travel by Rajdhani/Satabdi Express according to their entitlement.] (1974)

[Failure to attach A.C. 3-Tier coaches with Poorva Express.] (1975)

[Failure to reintroduce A.C. Chair Cars with Poorva Express for

short distance passengers.] (1976)

[Failure to provide free bed-roll to the passengers of A.C. 3-Tier coach of Howrah Rajdhani Express.] (1977)

[Failure to provide same dress to the train superintendent, deputy train superintendent and catering inspectors of Howrah Rajdhani Express.] (1978)

[Failure to set up coach manufacturing unit at Durgapur.] (1979)

[Failure to provide necessary materials to Liluah Workshop to produce more DMU and EMU coaches.] (1980)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to place order wagons against yearly programme of Railways as per Budget proposed on Public Sectors.] (2136)

[Failure to honour the tender floated for Northey Exhausters by Chittaranjan Locomotive Works for their requirement of 1994-95 programme.] (2137)

"That the Demand under the Head Staff Welfare and Amenities be reduced to Re. 1."

[Failure to provide railway quarters to all railway staff.] (2173)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to raise exemption limit upto 250 Km. in respect of 2nd class fare and monthly season ticket fares.] (2176)

[Failure to depute TTEs in all sleepers class coaches of all trains throughout the route to prevent overcrowding and entry of unauthorised persons.] (2177)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to form proper Yardstick for creation of different grades in all the departments of railways.] (2178)

[Need to stop procurement of items from open market and manufacture those items in workshops and production units of railway itself.] (2179)

[Need to accord recognition to all unions/associations in the Railways.] (2180)

[Need to give recognition of CLW Labour Union, AILRSA, AIREC etc.] (2181)

[Need to grant negotiation facilities to AILRSA and AIREC.] (2182)

[Need to provide ticket checking staff at all railway stations.] (2183)

[Need to re-deploy surplus railway staff and protect their seniority.] (2184)

[Need to implement the direction of Supreme Court to provide alternative jobs to the Coal and ash-handling.] (2185)

[Need to stop privatisation of production units.] (2186)

[Need to recruit staff on all vacant posts including sanctioned posts and leave reserve posts.] (2187)

[Need to run trains (goods and passengers) with adequate break powers for safety.] (2188)

[Need to implement ten hours duty from "Signing on to Signing off" for running staff.] (2189)

[Need to stop harassment of hawkers by the Railway Police.] (2190)

[Need to provide special police force to check the incidents of their, looting and unauthorised entry in reserved coaches from Gaya to Dhanbad.] (2191)

[Need to take necessary steps to make all unviable railway lines into viable one.] (2192)

[Need to run Puri-New Delhi express via Gomoh-Dhanbad-Asansol-Adra Bankura route.] (2193)

[Need to run Puri-New Delhi and Purushottam Express daily.] (2194)

[Need to construct EMU car-shed at Barddhaman.] (2195)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to display the posters of different tourist places, festivals and dances of the West Bengal in Howrah Rajdhani Express.] (2236)

[Need to stop supplying COSMOS in evening snacks in Howrah Rajdhani Express.] (2237)

[Need to introduce variety in dinner and in evening snacks and breakfast in Howrah Rajdhani Express.] (2238)

[Need to provide sweets with dinner in Howrah Rajdhani Express.] (2239)

[Need to change the design of the new pantry car which was recently introduced in Howrah Rajdhani Express.] (2240)

[Need to provide doctors on running trains.] (2241)

[Need to introduce a Super fast train between Howrah and Ranchi via Durgapur-Asansol-Burnpur-Adra-Purulia.] (2242)

[Need to print reservation slips in the official languages of the States.] (2243)

[Need to print computer tickets in official languages of the States from where the trains start.] (2244)

[Need to print names of trains and destination on the ticket in as

- the official languages of the States from where the train starts.] (2245)
- [Need to write names of zonal Railways on coaches in the official languages of the States from where the trains start.] (2246)
- [Need to introduce a passenger train between Howrah and Samastipur on Eastern Railway.] (2247)
- [Need to post staff on all unmanned level crossings under Howrah, Sealdah, Asansol, Kharagpur, Adra and Malda Divisions.] (2248)
- [Need to provide rail facilities in tribal and backward areas of West Bengal.] (2249)
- [Need to procure more wagons from units located in West Bengal to meet the increasing demand.] (2250)
- [Need to take immediate steps to electrify all routes in West Bengal.] (2251)
- [Need to depute TTEs at small stations.] (2252)
- [Need to run more summer special trains between Howrah and Delhi/New Delhi directly.] (2253)
- [Need to set up a coach manufacturing unit in West Bengal where all infrastructure is available.] (2254)
- [Need to stop ticketless travelling by reducing 2nd class fares.] (2255)
- [Need to reduce 2nd class fares and thereby increase revenue.] (2256)
- [Need to stop ticketless travel by providing TTEs in all coaches throughout the route.] (2257)
- [Need to manufacture more sleeper coaches and ordinary 2nd class coaches.] (2258)
- [Need to attach pantry cars with Howrah-Amritsar Mail and Sealdah-Jammu Tawi Express and run them by the Railway Catering Service.] (2259)
- [Need to introduce an express train between Howrah and Mughal Sarai via Asansol-Dhanabad.] (2260)
- [Need to increase frequency of Kharagpur-Hatia passenger.] (2261)
- [Need to run Puri-New Delhi express via Asansol Burnpur Adra-Bankura.] (2262)
- [Need to run Puri-New Delhi Express daily before next time table.] (2263)
- [Need to run pantry car attached with Kamrup Express by Railway Catering Service to improve the quality of food.] (2264)

SHRI TARIT BARAN TOPDAR
(Barrackpore): I beg to move:—

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to allot adequate funds to
complete on-going Railway
projects in West Bengal.] (178)

SHRI NIRMAL KANTI
CHATTERJEE (Dum Dum): I beg to
move:—

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to initiate measures for
implementing the East-West and
the parallel North-South corridor
for Metro Railway Projects at
Calcutta.] (181)

[Failure to introduce non-stop train
to and from Howrah.] (182)

[Failure to introduce Shatabdi Ex-
press from Sealdah to New
Jalpaiguri from the tourist point
of view.] (183)

[Failure to enhance passenger fa-
cilities in suburban section of
Howrah and Sealdah division of
Eastern Railway and South-
Eastern Railways.] (184)

SHRI SYED MASUDAL HOSSAIN
(Murshidabad): I beg to move:—

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to provide sufficient funds
for ongoing projects in West
Bengal and Bihar.] (333)

[Failure to provide new railway
lines in West Bengal.] (334)

[Failure to withdraw the proposed
hike in sensonal tickets.] (335)

[Failure to withdraw the proposed
hike in freights resulting in price
rise.] (336)

[Failure to reinstate the retrenched
railway workers.] (337)

[Failure to recruit new workers
against vacant posts in the
Railways.] (338)

[Failure to protect the railway lands
from unauthorised occupants.]
(339)

[Failure to lease out the excess
lands to the landless peasants
on year to year basis.] (340)

[Failure to create social forestry by
the side of the railway lines.]
(341)

[Failure to give sufficient order for
wagons to the factories situated
in West Bengal.] (342)

[Failure to abandon the policy of
privatisation of railway catering
service.] (343)

[Failure to withdraw the proposed
hike in the second class fare.]
(344)

[Failure to introduce "one passen-
ger one luggage not exceeding
30 K.G." system in prestigious
trains like Rajdhani and Shatabdi
Express.] (345)

- [Failure to provide drinking water in second class compartments.] (346)
- [Failure to prevent entry of unauthorised passengers in reserved compartments.] (347)
- [Failure to provide jobs on compassionate grounds to member of the deceased railway employee.] (348)
- [Failure to provide first-aid facilities in the railway stations and on the trains.] (349)
- [Failure to appoint doctors on superfast trains.] (350)
- "That the Demand under the Head Railway Board be reduced by Rs. 100."**
- [Need to prepare the reservation chart of the passengers in the official languages of the States from where the trains start.] (351)
- [Need to print the reservation slip in the official languages of the States where the stations are situated.] (352)
- [Need to divert atleast one train via Katwa-Azimganj which runs between Howrah and Delhi.] (353)
- [Need to increase the speed of Bhagirathi Express or to treat the same as a mail train in Sealdah Lalgola stations.] (354)
- [Need to construct a fly-over on nantala near Bernampore-Court station in Sealdah section.] (355)
- [Need to introduce rail-cum-bus from Berhampore Court station to Jalangi in Sealdah section.] (356)
- [Need to introduce atleast three rail-cum-bus from Khagraghat station to Sainthia.] (357)
- [Need to introduce atleast three rail-cum-buses from Krishnagar to Karimpur.] (358)
- [Need to replace all old coaches of Lalgola passenger train in Sealdah section.] (359)
- [Need to establish one hospital at Azimganj for the railway employees.] (360)
- [Need to upgrade Pirtala Halt station as a flagstation in the Sealdah section.] (361)
- [Need to introduce Shatabdi Express from Howrah to Jalpaiguri via Katwa.] (362)
- [Need to provide more facilities for the booking of betel leaves at Mecheda, Panskura and Howrah stations.] (363)
- [Need to provide sufficient passenger amenities such as shade and drinking water in Pirtala Halt and Bhagwangola stations.] (364)
- [Need to utilise properly the Azimganj loco shed.] (365)

- [Need to provide one railway gate by the side of Niallispara Halt station in Howrah-Azimganj section.] (366)
- [Need to provide atleast one R.P.F. Jawan in every compartment during night in all the trains.] (367)
- [Need to introduce photo system in the monthly tickets.] (368)
- [Need to increase student concessions in trains.] (369)
- [Need to increase group-concession for the students for study tours.] (370)
- [Need to provide railway concessions to the patients who use to go for regular checking on the advice of hospitals.] (371)
- [Need to check at random the quality of food including sweets supplied by the caterers and railway vendors at different stations.] (372)
- [Need to provide clean bathroom and soap in 2nd class compartments.] (373)
- [Need to provide sufficient coaches in all trains to avoid overcrowding.] (374)
- [Need to depute more running stall in all the trains to stop entry of unauthorised passengers.] (375)
- [Need to stop forcefully, the vendors who carry their goods in passenger compartments.] (376)
- [Need to increase vendors coach in local trains] (377)
- [Need to give proper protection in ladies compartments by posting lady RPFS constables.] (378)
- [Need to provide licence and identity cards to railway hawkers.] (379)
- [Need to avoid privatisation of any sectors in the railways.] (380)
- [Need to avoid privatisation of any railway station.] (381)
- [Need to provide adequate passengers amenities in the second class.] (382)
- [Need to construct double line between Krishnagar and Lalgola in Sealdah section.] (383)
- [Need for electrification of the lines between Krishnagar and Lalgola.] (384)
- [Need to check malpractices in reservation of seats.] (385)
- [Need to check malpractices in booking of goods.] (386)
- [Need to stop pilferage of goods carried by railways especially essential commodities meant for PDS.] (387)
- [Need to complete the circular rail in Calcutta.] (388)

[Need to introduce a new train from Howrah to Bombay.] (389)

[Need to replace all the old railway tracks.] (400)

[Need to introduce new trains from Howrah to New Jalpaiguri via Katwa in Howrah division.] (390)

[Need to provide the reservation quota from Berhampore Court station in Darjeeling Mail.] (401)

[Need to introduce atleast two new trains between Krishnagar and Lalgola in Sealdah section.] (391)

SHRI ANIL BASU (Arambagh): I beg to move:—

[Need to construct new railway track from Krishnagar to Berhampore via Karimpur-Jalangi.] (392)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide dormitory for tourists at Murshidabad station in the Sealdah section.] (393)

[Need to run EMU coach between Howrah and Sealdah via Bandel.] (568)

[Need to give wide publicity of Murshidabad as a tourist spot by the railway department.] (394)

[Need to construct 2nd line between Bandel and Naihati.] (569)

[Need to refund atleast 50 per cent fare to the passengers for late running of trains.] (395)

[Need to construct railway line from Tarkeswar to Bishnupur. via Arambagh.] (570)

[Need to raise the level of Bhagwangola railway platform in Sealdah section.] (396)

[Need to complete electrification of Bandel-Katwa section immediately.] (571)

[Need to maintain punctuality of all the trains between Sealdah and Lalgola in Sealdah section.] (397)

[Need to start construction work for Digha-Tamiuk railway line.] (572)

[Need to sanction one halt station at Balarampur in between Berhampore Court and Sargachhi in Sealdah section.] (398)

[Need to start construction of Eklakhi to Balurghat railway line.] (573)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to increase the speed of the trains which are running between Sealdah and Lalgola in day-time.] (399)

[Need to withdraw the proposed extension of the levy on computer reservation to manual reservation also.] (586)

[Need to construct new ticket counter on the eastern side of Konnagar station, Eastern Railway.] (587)

[Need to open computer booking and reservation counter at Serampore station.] (588)

[Need to stoppage of all long distance trains at Bally station Eastern Railway.] (589)

[Need to construct fourth line from Howrah to Bhadreswar.] (590)

[Need to construct a fly-over at Liluah level-crossing.] (591)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend Howrah-Sheoraphully-Tarakeswar line to Arambagh town.] (1139)

[Need to construct double line between Sheoraphully and Tarakeswar station.] (1140)

[Need to construct fourth line between Howrah and Bandel station.] (1141)

[Need to complete Howrah-Amta-Champadanga broad.] (1142)

[Need to introduce two pair of New EMU rakes between Howrah and Bandel station.] (1143)

[Need to introduce two pair of New EMU rakes between Howrah and Burdwan station.] (1144)

[Need to introduce two pairs of EMU rakes in Howrah Burdwan Chord section.] (1145)

[Need to construct full rake capacity railway yard at Tarakeswar station.] (1146)

[Need to construct a fly-over at Kamarkuddu on Howrah Burdwan Chord section.] (1147)

[Need to construct Tarakeswar station as model railway station.] (1148)

[Need to solve water-lowing problem of sub-way of Bandel station.] (1149)

[Need to provide alternative job for the coal and ash handling workers in Railways.] (1150)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to revert season tickets fare at 1990 level.] (1170)

[Failure to raise exemption limit upto 250 K.M. in respect of monthly season ticket fares.] (1171)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reschedule departure time of 2305 UP from Howrah from 1.45 p.m. to 4 p.m. and provide stoppage at Asansol before next time table.] (2196)

[Need to modernise all coaches and provide more toilets in all coaches.] (2197)

[Need to stop bringing of water bottles and evening snacks from Howrah for downward journey from New Delhi in Howrah Rajdhani Express and procure the same from New Delhi.] (2198)

[Need to provide a P&T telephone at Howrah Base Kitchen.] (2199)

[Need to provide toaster and cupboard in new pantry cars of Howrah Rajdhani Express.] (2200)

[Need to remove chair cars from pantry cars and provide berths there for the staff on board in Howrah-Rajdhani Express.] (2201)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide quarters to all railway employees.] (2220)

[Need to fill up all vacant posts immediately in the railways.] (2221)

[Need to run trains on unused and the idle railway lines to prevent encroachment.] (2222)

[Need to give order to the wagon manufacturing units in West Bengal for the first half immediately.] (2223)

[Need to provide first-aid facilities at all stations and in all the trains.] (2224)

[Need to introduce variety in snacks and dinner in Howrah Rajdhani Express.] (2225)

[Need to regularise book sellers of Howrah Rajdhani Express as Catering Staff of Railways.] (2226)

[Need to make T.S's cabin as fourth one instead of two at present in Howrah Rajdhani Express.] (2227)

[Need to provide berths for staff working on board of Howrah Rajdhani Express.] (2228)

[Need to reduce running time of Howrah Rajdhani Express immediately.] (2229)

[Need to introduce an express train from Rampurhat to Muzaffarpur.] (2230)

[Need to increase employment opportunities in Railways.] (2231)

[Need to ensure safety in the railways.] (2232)

[Need to check railway accidents.] (2233)

[Need to maintain and repair railway quarters properly.] (2234)

[Need to give adequate publicity of important tourist places of West Bengal at different stations as well as in Rajdhani Express of Howrah.] (2235)

MAJ. GEN. (RETD.) BHUWAN
CHANDRA KHANDURI (Garhwal): I beg
to move:—

**“That the Demand under the Head
Railway Board be reduced by
Rs. 100.”**

[Need to provide direct reservation
from Kotdwar to Howrah.] (639)

[Need to provide reserved berths
and facility of direct reservation
from Kotdwar to Bombay.] (640)

[Need to increase reserved berths
in 1st and 2nd classes from
Kotdwar to Lucknow and
Howrah.] (641)

[Need to provide reserved berths
from Kotdwar to Jammu-Tawi in
Second Class Sleeper.] (642)

[Need to provide a separate Sec-
ond Class sleeper bogie for the
Armed Forces Personnel from
Kotdwar to Guwahati and
Kotdwar to Jammu-Tawi.] (643)

[Need to restore the quantum of
reserved berths from Kotdwar
to Lucknow.] (644)

[Need to keep the toilets in the
trains and at railway stations
clean, hygienic and fit for use.]
(645)

[Need to provide more retiring rooms
at Dehra Dun railway station.]
(646)

[Need to properly maintain the wait-
ing-rooms and toilets at Dehra
Dun railway station.] (647)

[Need to properly maintain the wait-
ing-rooms at Kotdwar and
Najibabad railway stations.] (648)

[Need to improve the quality of
catering in Railways.] (649)

[Need to open a Railway out agen-
cy at Gopeshwar/Chamoli.] (650)

[Need to replace old and defective
rolling stock.] (651)

[Need to improve the maintenance
of toilets in all types of coaches,
including A.C. First Class.] (652)

[Need to increase the Indian style
toilets and reduce the western
style toilets A.C.I. class coach-
es.] (653)

[Need to improve the condition of
rolling stock on sector Kotdwar-
Najibabad section.] (654)

[Need to dieselise the train be-
tween Najibabad and Kotdwar.]
(655)

[Need to provide a direct train from
Delhi to Kotdwar.] (656)

[Need to introduce a superfast train
between Dehra Dun and New
Delhi.] (657)

[Need to introduce direct trains
from Rishikesh to Delhi, Lucknow
and to other major cities in
India.] (658)

[Need to computerise the rail-res-
ervation system at Dehra Dun.]
(659)

[Need to carry out survey for a new line from Rishikesh to Karanprayag.] (660)

[Need to review and rationalise the holding and utilisation of the immovable assets of Railways E.G. land building.] (661)

[Need to lease unused Railway land to local Municipal Authorities for proper utilisation of land and preventing encroachment thereon.] (662)

[Need to cancel the acquisition of locomotives from A.B.B.] (663)

SHRI RAJENDRA AGNIHOTRI
(Jhansi): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay a railway line from Lalitpur to Singrauli.] (749)

[Need to electric railway line from Jhansi to Kanpur.] (750)

[Need to electrify railway line from Jhansi to Manikpur.] (751)

[Need to introduce new trains from Jhansi to Bina and Jhansi to Gwalior.] (752)

[Need to increase the reserved quota for sports persons in the railways.] (753)

[Need to provide adequate housing facilities for railway employees at Jhansi and Lalitpur.] (754)

[Need to regularise daily wagers employed in the railways who have completed 240 day's of service.] (755)

[Need to open railway hospitals in Lalitpur and Banda.] (756)

[Need to extend Taj Express upto Jhansi.] (757)

[Need to increase the quota reserved for handicapped unemployed youths in the railways.] (758)

DR. LAXMINARAYAN PANDEYA
(Mandsaur): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of members in Railway Board for improving the management efficiency of railway traffic.] (819)

[Need to look into the difficulties faced by hundred of employees due to shifting of Regional Railway Recruitment from Chandigarh to Srinagar.] (820)

[Need for restructuring the railway divisions for the purpose of smooth and speedy work in railways.] (821)

[Need to ensure good quality of eatables provided by the railway contractors particularly at the railway station in Western Railway.] (822)

[Need to increase the number of 11nd class general compartments to meet increasing number of passengers in all the trains.] (823)

[Need to appoint persons at the unmanned gates at railway crossing.] (824)

[Need to provide waiting rooms for the passengers travelling in general compartments and those travelling in 1st and 11nd class AC compartments at Mandsaur and Neemuch railway stations in Ratlam division of Western Railway.] (825)

[Need to provide drinking water facilities to the passengers at Mandsaur and Javra railway stations.] (826)

[Need to provide and improve the catering services provided by the contractors in Western Railway as per the norms prescribed.] (827)

[Need to extend the Guna-Nagda passenger train upto Ratlam railway station in Ratlam division of Western Railway.] (828)

[Need to provide halt of August Kranti and Rajdhani Express at Ratlam Station in Western Railway.] (829)

[Need to look into the norms awarding of the contract of tea stalls at Baroda railway station in Western Railway.] (830)

[Need to start shuttle train service between Neemuch and Ratlam Stations in Ajmer division of Western Railway.] (831)

[Need to convert the Neemuch-Ratlam metre gauge railway line into broad-gauge.] (832)

[Need to ensure adequate electricity at Javra, Mandsaur and Neemuch railway stations in Ratlam division of Western Railway.] (833)

[Need to provide computerised reservation facilities at Ratlam station in Western Railway.] (834)

[Need to provide stoppage of Jammu Tawi-Bombay (Swaraj Express), Jammu Tawi-Ahmedabad (Sarvodaya Express) and Jammu Tawi Express at Shamgarh Station in Western Railway.] (835)

[Need to provide and delaying housing facilities to the staff of different classes in Ratlam and Kota division of Western Railway.] (836)

[Need to construct an over bridge at railway crossing near Javra, Mandsaur and Neemuch railway stations on Western Railway.] (837)

[Need to expand the sheds and platforms at Javra, Mandsaur, Neemuch, Suvasra and Shamgarh railway stations in Ratlam and Kota divisions of Western Railway.] (838)

"That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide housing facilities to railway employees of Ratlam Division posted at different railway stations.] (958)

[Need to provide educational facilities to the children of railway employees particularly in Ratlam, Neemuch and Mandsaur railway stations.] (959)

SHRI RUPCHAND PAL (Hooghly):
I beg to move:—

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to secure jobs for the workers affected as a result of phasing out of steam engines from railways.] (839)

[Failure to step up electrification of Bandel-Katwa line.] (840)

[Failure to stop privatisation of railway service at railway stations.] (841)

[Failure to stop privatisation of maintenance and repair on railway track.] (842)

[Failure to undertake doubling of Bandel-Katwa rail line.] (843)

[Failure to undertake doubling of Sheoraphuly-Tarakeswar rail line.] (844)

[Failure to encourage indigenous production of high speed railway engines of C.L.W.] (845)

[Failure to renew railway tracks.] (846)

[Failure to reinstitute all retrenched railway employees.] (847)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a foot overbridge at Bandel railway station in Howrah Division of Eastern Railway.] (850)

[Need to construct a shed on the eastern side of the platform in Hooghly station in Howrah Division of Eastern Railway.] (851)

[Need to raise the railway line on the sub-way (Bazarpara) in Bandel to facilitate passage of public passenger transport.] (852)

[Need to construct and repair the subway on the main road at Chinsurah railway station.] (853)

[Need to start computerised reservation facilities at Bandel junction station.] (854)

[Need to augment passenger amenities at Bandel, Hooghly, Chinsurah, Chandan Nagar, Mankund, Bhadneshwar, Adi Saptagram and Mogra on the main line in Howrah division.] (855)

[Need to provide more trains (EMU) between Bandel and Howrah.] (856)

[Need to introduce EMU service from Bandel to Sealdah *via* Naihati.] (857)

[Need to introduce more trains between Naihati and Howrah *via* Bandel.] (858)

[Need to introduce more trains between Bandel and Naihati in the breach line.] (859)

[Need to introduce a non-stop Metro line between New Delhi and Howrah.] (860)

[Need to construct a fourth line between Bandel and Howrah.] (861)

SHRI KASHIRAM RANA (Surat): I beg to move:—

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to shift the headquarters of Western Railway from Bombay to Ahmedabad.] (942)

[Failure to create new Railway Division at Surat and Ahmedabad.] (943)

[Need to inquire into allotment of tea-fruit stalls at various stations from Bombay to Ahmedabad.] (944)

[Need to abolish the DRM post in the Railways.] (945)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct new railway station with latest equipments at Surat in view of speedy industrial growth of Surat.] (963)

[Need to construct sufficient number of retiring rooms or Yatri Nivas at Surat station.] (964)

[Need to provide stoppage of Gujarat Queen at Sayan.] (965)

[Need to provide stoppage of Avantika Express at Navsari.] (966)

[Need to run the Tapti-Ganga Express daily *via* Allahabad.] (967)

[Need to run the Puri-Dwarka Express daily.] (968)

[Need to start inter-city train between Surat and Navapur.] (969)

[Need to extend Surat-Virar train upto Kalyan.] (970)

[Need to convert Gandhidham-Bhuj metre-gauge line into broad gauge.] (971)

[Need to open new city booking office at Surat immediately.] (972)

[Need to increase quota of 60 more berths from Delhi to Surat in August Kranti Express.] (973)

[Need for doubling of rail track from Surat to Jalgaon.] (974)

[Need to remove unused rail track of Western side, Udhna yard near Navagam bridge.] (975)

[Need to construct high level platform at Bhestan.] (976)

[Need to construct over-bridge near Swan Dairy level-crossing No. 124.] (977)

[Need to attach A.C. chair car in Gujarat Queen.] (978)

[Need to extend Bharuch-Surat shuttle upto Valsad.] (979)

[Need to keep Surat station clean.] (980)

[Need to extend all platforms of Surat railway station.] (981)

[Need to provide stoppage to an inter-city train at Maroli.] (982)

[Need to open mini station on eastern side of Surat railway station.] (983)

[Need to run Ahinsa Express daily.] (984)

[Need to link Ahmedabad-Vadodara and Valsad-Vadodara inter-city trains.] (985)

[Need to construct new station on western side of Navsari.] (986)

[Need to start MOV trains between Valsad and Vadodara.] (987)

[Need to attach A.C. 3-tier sleeper coach in 40 Dn. passenger train from Ahmedabad to Surat.] (988)

[Need to open book-stall and tea-stall on platform at Marili.] (989)

[Need to expedite gauge conversion work on Ahmedabad-Delhi rail route.] (990)

[Need to extend Gujarat Queen upto Gandhinagar.] (991)

[Need to increase quota of berths in Awadh Express train at Surat station.] (992)

[Need to start new train from Surat to Rajkot.] (993)

SHRI JAGAT VIR SINGH DRONA
(Kanpur): I beg to move:—

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to construct a fly-over on Kanpur-Allahabad highway near Central Ordnance Depot in Kanpur.] (1030)

[Need to construct a fly-over on the metre gauge line near Hallet hospital in Kanpur.] (1031)

[Need to expand Kanpur Central railway station to cope up with increased traffic.] (1032)

[Need to upgrade cleaning yard at Kanpur Central railway station to cater for new trains to begin from Kanpur.] (1033)

[Need to upgrade Govindpuri railway station in Kanpur to share the load of increased traffic at Kanpur Central railway station.] (1034)

[Need to provide stoppage for all Mail/Express trains at Govindpuri station.] (1035)

[Need to double the track between Kanpur and Jhansi for up and down trains.] (1036)

[Need to improve quality of food and catering services in trains.] (1037)

[Need to maintain properly coaches of passenger trains.] (1038)

[Need to improve passenger amenities at Kanpur Central railway station.] (1039)

[Need to improve security arrangements at Kanpur Central railway station.] (1040)

[Need to improve sanitation conditions at Kanpur Central railway station.] (1041)

[Need to run New Delhi-Lucknow Shatabadi Express from Lucknow in the morning instead of in the evening.] (1042)

[Need to introduce a direct train between Kanpur and Dehradun via Lucknow, Moradabad and Haridwar.] (1043)

[Need to attach second class reserved coaches from Kanpur in trains for Jammu-Tawi.] (1044)

[Need to introduce a direct train from Kanpur to Madras to cope up the huge traffic to South.] (1045)

[Need to provide adequate security to passengers in passenger trains.] (1046)

[Need to introduce a passenger train between Gorakhpur and Jaipur via Sawai Madhopur-Nivai.] (1047)

[Need to introduce an express train between Howrah and Jaipur via Sawai Madhopur-Nivai.] (1048)

[Need to advance departure of Prayagraj Express from Allahabad by half an hour.] (1049)

[Need to double the quota of reservation in all classes at Kanpur Central Station.] (1050)

[Need to reserve one second class A.C. coach out of three in Prayagraj Express for passengers at Kanpur to cope up with increase in traffic.] (1051)

[Need to attach pantry car in Tax Express leaving Nizammuddin station.] (1052)

[Need to provide bed-rolls to all passengers in second A.C. coaches in all trains.] (1053)

SHRI UDDHAB BARMAN (Barpeta):

I beg to move:—

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take measures to double the railway track in NF Railways upto Guwanati from Malda.] (1066)

[Failure to convert MG line into BG line from Lumding to Silchar.] (1067)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to properly construct the railway pools resulting in water logging in many places in Assam.] (1264)

[Failure to expedite the construction of bridge at Jogighopa over Brahmaputra.] (1265)

[Failure to connect all State capitals in the country by rail.] (1266)

[Failure to construct the railway lines connecting the district headquarters in Assam Valley.] (1267)

[Failure to start broad gauge construction work from Rangia to Mokkseleng in Assam.] (1272)

[Failure to set up a railway division at Rangia, Assam.] (1273)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to construct an over-bridge at Pagalasthan Bongaigaon, Assam.] (1293)

[Failure to construct railway gates at railway crossings in the NF railway.] (1294)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct the loop lines in lumding broad gauge line.] (1378)

[Need to reduce the running time of NE Express and Brahmaputra Mail.] (1379)

[Need to improve medical facilities in railway hospital in NF Railways.] (1380)

[Need to remove the old coaches in Kamrup Express and Brahmaputra mail.] (1381)

[Need to construct a railway line from Barpeta road to Barpeta.] (1382)

[Need to improve the amenities in waiting rooms and refreshment rooms at railway stations] (1383)

SHRI RAJVEER SINGH (Aonla): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop procurement of engines from A.B.B.] (1174)

[Need to provide stoppage for Kisan Express and Delhi Kanpur Express at Pitambarpur railway station.] (1175)

[Need to introduce Delhi-Bareilly inter-city train.] (1176)

"That the Demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to provide essential civic amenities at Bareilly railway junction.] (1177)

[Need to provide computer reservation facilities at Bareilly.] (1178)

"That the Demand under the Head Repairs and Maintenance of Permanent way and Works be reduced by Rs. 100."

[Need to lay double railway line from Ghaziabad to Moradabad.] (1179)

[Need to construct tin sheds at the platforms of the stations of Bareilly and Badaun districts.] (1180)

"That the Demand under the Head Repairs and Maintenance of Carriages and Wagons be reduced by Rs. 100."

[Need to set-up a coach factory at Izzat Nagar in Bareilly.] (1181)

"That the Demand under the Head Operating Expenses—Traffic be reduced by Rs. 100."

[Need to enhance reservation quota in trains from Bareilly.] (1182)

"That the Demand under the Head Operating Expenses—Fuel be reduced by Rs. 100."

[Need to electrify Delhi-Lucknow and Saharanpur-Lucknow railway lines.] (1183)

PROF. PREM DHUMAL (Hamirpur): I beg to move:—

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need for construction of Nagal-Talwara railway line from Una onwards in Himachal Pradesh.] (1249)

[Need to construct new railway line between Bhanupali and Bilaspur in Himachal Pradesh.] (1250)

[Need for gauge conversion of Kalka-Shimla and Pathankot-Joginder Nagar railway lines.] (1251)

[Need to provide A.C. Sleeper car in Himachal Express between Delhi and Una (Himachal Pradesh).] (1252)

[Need to provide service facilities for trains at Una (Himachal Pradesh).] (1253)

[Need to provide basic amenities and facilities in trains and at railway stations.] (1254)

SHRĪ ZAINAL ABEDIN (Jangipur):
I beg to move:—

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to run a direct train from Howrah to Nalhati via Azimganj city and Sagardighi stations in Eastern Railway.] (1258)

[Need to run train No. 381 UP upto Sainthia instead of Rampurhat or provide a connecting train to meet the necessity of passengers desirous of going to Sainthia, Andal or Asansol.] (1259)

[Need to connect Nashipur station in the Sealdah-Lalgola section with Azimganj junction by laying a new line with the provision of railway bridge on the Bhagirathi.] (1260)

[Need to provide better passenger amenities in trains running on

the Howrah-Farakka route of the Eastern Railway.] (1261)

[Need to provide diesel engines for trains, running on the Howrah-Maldah routes via Jangipur.] (1262)

[Need to construct an over-bridge at level crossing close to Jangipur road station in the Azimganj Farakka line.] (1263)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to strengthen security arrangements for passengers travelling in night trains on Sealdah-Lalgola route.] (1274)

[Need to replace old bed rolls in the trains running on Sealdah-Lalgola section.] (1275)

[Need to check malpractices taking place in regard to reservation.] (1276)

[Need to strengthen the ticket checking system in trains running between Sealdah and Lalgola.] (1277)

[Need to fix quota of seats for Nimita station in the 3142DN (Teesta-Torsa) train.] (1278)

[Need to promote passengers amenities in 348DN Malda Town Fast Passenger train, particularly in the reserved compartments.] (1279)

SHRI DAU DAYAL JOSHI (Kota):
I beg to move:—

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide stoppage of Sanganer-Kota Express at Kapren and Keshorai Patan.] (1339)

[Need to provide stoppage of Dehradun Express at Kapren railway station.] (1340)

[Need to provide stoppage of Awadh Express at Dara and Keshorai Patan.] (1341)

[Need to provide quota of seats in August Kranti Express for Kota station.] (1342)

[Need to increase quota of seats for Kota in Rajdhani Express.] (1343)

[Need to introduce a new train from Jaipur to Bhopal.] (1344)

[Need to lay new rail line from Ramganj Mandi to Bhopal.] (1345)

[Need to lay a new rail line from Digod to Shivpuri.] (1346)

[Need to convert Kota-Bhopal passenger train into an express train which is being introduced by Kota Central Railway.] (1347)

[Need to convert Kota-Chittorgarh train into an express train and extend it upto Baran without its stoppage at Kota.] (1348)

[Need to electrify the Kota-Chittorgarh railway line.] (1349)

[Need to electrify Kota-Bina railway line.] (1350)

[Need to construct an overbridge to facilitate entry into railway colony constructed in Kota city.] (1351)

[Need to run a direct train from Kota to Madras.] (1352)

[Need to attach Second Class A/C coach regularly with Dehradun Express from Kota.] (1353)

[Need to provide computerised reservation facility at Kota junction.] (1354)

[Need to provide additional coaches in Kota-Bhopal-Damoh passenger train.] (1355)

[Need to modernise Kota junction and make it an ideal station.] (1356)

[Need to change the name of Dakaniya Talare station to Vishvakarma station.] (1357)

[Need to provide proper basic amenities at Dakaniya Talav station near Kota.] (1358)

SHRIMATI SUSEELA GOPALAN
(Chirayinkil): I beg to move:-

**"That the Demand under the Head
Railway Board be reduced by
Rs. 100."**

[Need to withdraw hike in fare and freight charges.] (1370)

[Need to provide adequate amenities at the railway stations.] (1371)

[Need to run more trains via Alleppey from Ernakulam to Thiruvananthapuram during day time.] (1372)

[Need to provide an over-bridge at the Alleppey railway station for the passengers to cross to other platforms.] (1373)

[Need to provide drinking water in all IInd class coaches in the trains.] (1374)

[Need to provide either pantry cars or to provide enough licenced vendors to provide atleast tea and coffee in trains like Island Express from Bangalore to Kanyakumari.] (1375)

**"That the Demand under the Head
Assets—Acquisition, Construction
and Replacement be reduced by
Rs. 100."**

[Need for electrification of Palghat-Ernakulam line without delay.] (1384)

[Need for doubling of the line from Quilon to Trivandram.] (1385)

[Need to provide adequate funds for the Shornur Magalpuram to get the benefit of Konkani railway without delay.] (1386)

[Need to conduct survey of Trivandrum Nedumangal Shabari malai railway line.] (1387)

[Need to provide adequate funds for the completion of the model railway station at Trivandrum.] (1388)

[Need to construct an over-bridge at Varkala.] (1389)

PROF. SUSANTA CHAKRABORTY
(Howrah): I beg to move:-

**"That the Demand under the Head
Railway Board be reduced to
Re. 1."**

[Failure to convert Shalimar station into new coaching complex.] (1410)

[Failure to build up Goods Complex in Sankrail/Abada site.] (1411)

[Failure to maintain 'Railways Claims Organisation' in Calcutta while keeping big claims tribunals there.] (1412)

[Failure to run carriage shops at Kharagpur workshop and abandon the practice of giving off-loading the job to private constructors and avoid declaring the Railway staff as surplus.] (1413)

[Failure to cancel the Railway Board's order to reduce the staff-strength by 2% in 1992-93

and further reduce it in the subsequent years.] (1414)

[Failure to construct a flyover at Morigram station on S.E. Railway.] (1415)

[Failure to stop importing hi-tech electric loco from the A.B.B. at high cost while Chitrangan locomotive can do this.] (1416)

(Failure to commission valuable machines (valued Rs. 2.5 crores) and reducing them to scraps in the Sini Engineering Workshop, South Eastern Railway.) (1417)

[Failure to maintain regular muster roll staff for scavenger services in the washing line at Santragachi and Howrah.] (1418)

SHRI SOMNATH CHATTERJEE

(Bolpur): I beg to move:-

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to reduce monthly season ticket fares and second class fare.] (1483)

[Failure to revert monthly season ticket fare at 1990 level.] (1484)

[Failure to run Kanchanjangha Express and Mayurakshi Fast Passenger in time.] (1485)

[Failure to take up electrification of Andal Sainthia section of Eastern Railway.] (1486)

[Failure to raise exemption limit upto 250 KM in respect of monthly season ticket fare.] (1487)

[Failure to improve train services and increase the frequency of trains in Andal-Sainthia section of Eastern Railway.] (1488)

[Failure to introduce EMU trains between Bardhaman and Asansol section of Eastern Railway.] (1489)

[Failure to provide passenger amenities in trains as well as on platforms.] (1490)

[Failure to extend suburban area upto Asansol.] (1491)

[Failure to provide computer reservation facilities at Bolpur.] (1492)

[Failure to increase allocation of funds for construction of double line between Khana and Sainthia section of Eastern Railway.] (1493)

[Failure to take up construction of double line between Andal and Sainthia section of Eastern Railway.] (1494)

[Failure to provide adequate funds to complete the Metro railway project at Calcutta on time.] (1495)

[Failure to take up electrification of circular railway at Calcutta to run EMU trains on this route.] (1496)

[Failure to complete the project from Principghat to Majerhat.] (1497)

[Failure to provide adequate funds for different railway projects in West Bengal.] (1498)

[Failure to take up Bardhaman-Katwa, Ahmedpur-Katwa, Santipur-Nabadwip Ghat and Bankura-Damodar river railway line for gauge conversion.] (1499)

[Failure to set up Standing Committees at the Zonal and the Divisional levels with adequate number of representatives from the State Government and the Passenger's Organisation to discuss and sort out commuter's problem.] (1500)

[Failure to take up doubling and electrification of Calcutta circular railway so that all suburban trains can reach BBD Bag area as proposed by the West Bengal State Government .] (1501)

[Failure to take up remaining two phases of metro railway e.g. Dakshineswar to Garia and Salt Lake to Ramrajatala immediately.] (1502)

[Failure to take up extension of Sheoraphuli-Tarakeswar line upto Bishnupur via Arambagh in West Bengal.] (1503)

[Failure to complete Kulpi to Namkhana Project under Eastern Railway.] (1504)

[Failure to take up Dankuni-Seakhala, Howrah-Amta-Seakhala, Balurghat-Eklakhi, Tamluk-Digha, Khana-Sainthia projects.] (1505)

[Failure to take up electrification of Bandel-Katwa, Barasat-Hasnabad, Ranaghat-Gede, Krishnagar-Lalgola and Kharagpur-Bhubaneswar section immediately.] (1506)

[Failure to fulfil the demand for a Circular Railway for Howrah by utilising the existing railway line from Howrah-Ramkistopur-Shalimar-Howrah.] (1507)

[Failure to give relief to the commuters by taking up a great circular railway from Howrah via Ramkistopur - Shibbpurchar - Shalimar - Santragachi - Bhattanagar - Belanagar - Bailly-Belur - Liluah to Howrah.] (1508)

[Failure to introduce suburban services between Kharagpur and Sealdah and Kharagpur and Bardhaman (both Main and Chord).] (1509)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take immediate steps to introduce passenger trains between Bolpur and Asansol via Khana Loop section of Eastern Railway.] (1902)

[Failure to increase the frequency of DMU rakes between Barddhaman and Sainthia and between Andal and Sainthia.] (1903)

[Failure to restore all passenger trains running between Azimganj and Andal section of Eastern Railway.] (1904)

[Failure to introduce one Super Fast Express passenger train from Shantiniketan to New Delhi.] (1905)

[Failure to provide 12 coach rakes for suburban railway in Howrah Sealdah, Kharagpur section to case over-crowding.] (1906)

[Failure to run EMU rakes between Bardhaman and Sealdah via Bandel and Naihati and between Bardhaman and Sealdah via Dankuni.] (1907)

[Failure to extend monthly season ticket facility from Howrah/Sealdah to Rampurhat for daily commuters.] (1908)

[Failure to run passenger trains on time in Howrah Sealdah, Kharagpur and Asansol Divisions.] (1909)

SHRI NITISH KUMAR (Barh): I beg to move:-

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to develop Research and Development to reduce dependency on the import of Locomotives.] (1510)

[Failure to fill up the backlog vacancies reserved for SC/ST in Railways.] (1511)

[Failure to check malpractices in reservations of tickets prevalent at the railway stations.] (1512)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to check effectively the growing train accidents causing heavy loss of life and property.] (1513)

[Need to withdraw the recent hike in the passenger fares for various classes.] (1514)

[Need to replace the unworkable and broken fans in the trains and improve cleanliness.] (1515)

"That the Demand under the Head Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to expedite the claims for accident compensation.] (1516)

[Need to expedite settlement of claims relating to loss of goods during transit.] (1517)

[Need to improve the catering services in the running trains and at the railway stations.] (1518)

[Need to strengthen the security in the running trains to check crimes.] (1519)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to provide passenger amenities at the railway stations par-

ticularly at the smaller stations.] (1520)

[Need to provide funds for construction of new railway line between Rajgir and Bodh Gaya.] (1521)

[Need to provide funds for construction of railway bridge on River Ganges at Patna.] (1522)

[Need to provide funds for the conversion of Muzaffarpur-Raxsol railway line.] (1523)

[Need for doubling of Patna-Gaya line.] (1524)

[Need to provide proper sheds for passengers at the small railway stations in various railway zones.] (1525)

[Need to man the unmanned railway crossings to prevent accidents.] (1526)

PROF. RASA SINGH RAWAT
(Ajmer): I beg to move:—

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to prevent increasing railway accidents.] (1668)

[Need to tone-up the administration of various Railway Recruitment Boards.] (1669)

[Need to inquire into the irregularities in the examinations conducted by the Railway Recruitment Board.] (1670)

[Need to construct bridges on Ahmedabad and Khandwa railway lines leading from Jausganj of Ajmer towards Bihariganj.] (1671)

[Need to construct a sub-way on Meel Road in Beawar and an overbridge on the main railway line between Rupangarh and Kishangarh.] (1672)

[Need to extend Agra Fort-Jaipur Superfast Express upto Ajmer.] (1673)

[Need to attach one additional coach for Ajmer in Jodhpur-Lucknow-Marudhar Express.] (1674)

[Need to run Delhi Mehsana train between Ajmer and Mehsana which was discontinued due to gauge conversion.] (1675)

[Need to extend new Jaipur-Howrah train upto Jodhpur.] (1676)

[Need to attach one Ist. A.C. coach in Delhi Ahmedabad 9901 up and 9902 down train.] (1677)

[Need to extend Ajmer-Nasirabad shuttle service upto Vijaynagar.] (1678)

[Need to give recognition to Railway Protection Force Employees Welfare Association.] (1679)

[Need too withdraw increase in the rates of platform tickets and monthly and seasonal tickets.] (1680)

[Need to remove encroachment on railway lands and to have its proper utilisation.] (1681)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to conduct a survey to convert Ajmer-Khandwa railway line into broad gauge line.] (1682)

[Need to connect Ajmer and Pushkar by rail.] (1683)

[Need to converting Phulera - Ajmer-Marwar Jn. Abu Road - Ahmedabad metre gauge line into broad gauge line.] (1684)

[Need for laying a new railway line connecting Ajmer - Srinagar - Orai - Keken - Kota via Devli.] (1685)

[Need for construction of Ajmer - Pushkar - Medta road railway line.] (1686)

[Need to link Ajmer - Kishangarh-Roop Nagar - Parvatsar - Makrana by rail.] (1687)

"That the Demand under the Head Assets—Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to convert Delhi - Ahmedabad metre gauge line into broad gauge line without further delay.] (1692)

[Need to convert Ajmer - Nasirabad-Bijainagar - Bhilwara Chittore - Mavli - Udaipur metre gauge line into broad gauge line without delay.] (1693)

[Need to convert Ajmer Chittore - Ratlam - Khandwa metre gauge line into broad gauge line.] (1694)

[Need to convert Rewari - Narnaul Ringas - Nim-Ka - Thana - Phulera metre gauge line into broad gauge line.] (1695)

[Need to convert the remaining part of Phulera Ajmer - Beawar - Marwar Jn. Abu Road Mahesana- Ahmedabad metre gauge line into broad gauge line.] (1696)

[Need to convert Jodhpur - Marwar Jn. Phulaj- Kamligat - Kankrouli-Mavli - Udaipur metre gauge line into broad line.] (1697)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase employment opportunities in railway services.] (1700)

[Failure to check wasteful expenditure in the Railways.] (1701)

"That the Demand under the Head Railway Board (Pages 1-4) be reduced by Rs. 100."

[Need to develop Ajmer station as a model station and convert the existing lines into broad gauge.] (1702)

[Need for proper maintenance and expansion of Beawar,

- Mangaliyawas, Kharwh, Kishangarh, Nasirabad, Vijaynagar, Tabiji, Saradhna, Bandanwara, Adarshnagar, Ajmer, Madar railway stations.] (1703)
- [Need to provide Chokidars on all the railway crossings.] (1704)
- [Need to check rail accidents effectively.] (1705)
- [Need to ensure safety and punctuality in the railways.] (1706)
- [Need to provide more passengers amenities.] (1707)
- [Need to dispose of the scraps laying in various railway yards and railway workshops.] (1708)
- [Need to withdraw recent increase in rail freight.] (1709)
- [Need to withdraw increase in recent passenger fare.] (1710)
- [Need for full computerisation of reservation system at Ajmer railway station.] (1711)
- [Need to attach one A.C. Chair Car in Gharib Nawab Express.] (1712)
- [Need for proper maintenance and cleanliness of waiting rooms, bed rolls and platforms and to improve catering service.] (1713)
- [Need for maintenance and expansion of godowns, yards and sheds at Ajmer, Beawar, Kishangarh, Nasirabad stations.] (1714)
- [Need to provide employment on compassionate grounds to the kith and kin of employees who die in service.] (1715)
- [Need to provide a 'Yatri Nivas' at Ajmer railway station for the passengers visiting Dargah Shareef and Pushkar throughout the year.] (1716)
- [Need to create a new railway zone with Ajmer as its headquarters.] (1717)
- [Need to check thefts and crimes in the railways.] (1718)
- [Need to tone-up the administration of Railway Board.] (1719)
- [Need to check wasteful expenditure and mismanagement in the Railways.] (1720)
- [Need to set up more new zones in the Railways for its smooth and effective management.] (1721)
- [Need for restructuring the railway divisions to review their working.] (1722)
- [Need for expeditious disposal of local complaints at the Divisional Superintendent's level.] (1723)
- [Need to redress the grievances of the people by holding informal meeting with the representatives of people at the zonal and divisional levels.] (1724)
- [Need to make the Advisory Councils more effective by imple-

menting their suggestions regarding passengers grievances.] (1725)

(Super fast) running between Delhi and Ahmedabad at Bewar.] (1737)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to prevent the closure of the oldest Loco Workshop of Ajmer and to have its optimum utilisation by increasing its capacity.] (1730)

[Need to provide two minutes stoppage to 'Gharib Nawaz' Link Express (Delhi-Udaipur) at Kishangarh and at Najirabad.] (1738)

[Need for full utilisation of Loco Workshop of Ajmer for the repairs and maintenance of steam engines of all the metre gauge lines.] (1731)

[Need to provide stoppage of Palace on Wheel train at Ajmer.] (1739)

[Need to modernise Loco workshop of Ajmer for repairing of diesel engines of broad gauge lines.] (1732)

[Need to introduce new trains from Ajmer to Jodhpur, Ajmer to Udaipur and Ajmer to Delhi and Ahmedabad.] (1740)

[Need to start manufacturing of essential small parts in the Loco Workshop of Ajmer.] (1733)

[Need to stop the retrenchment of workers in Loco Workshop in Ajmer and to fill up the vacancies existing there at the earliest.] (1741)

[Need to introduce a local passenger train between Ajmer and Marwar Junction.] (1734)

[Need to stop the retrenchment of workers in carriage workshop in Ajmer and to fill up the vacancies existing there at the earliest and also enlarge its scope of work.] (1742)

[Need to increase the speed Cherak Express running between Delhi-Udaipur via Ajmer.] (1735)

"That the Demand under the Head Miscellaneous Expenditure (General) be reduced by Rs. 100."

[Need to provide adequate reservation quota for Ajmer in the long distance trains running on broad gauge line from Jaipur.] (1736)

[Need to conduct a survey for connecting Bewar-Javaj-Bheem-Barar-Tal-Lasani-Deogarh-Madriya with railway lines.] (1743)

[Need to provide two minutes stoppage of Ashram Express

[Need to conduct a survey for converting Marwad Jn. Phoolaz-Kamlighat-Deogarh-Kankroli-Mawali-Udaipur metre gauge line into broad gauge line.] (1744)

[Need to conduct a survey for linking Vijayanagar and Aagoonchan by rail.] (1745)

[Need to conduct a survey for converting Ajmer-Bhilwara Chittore-Mavali-Udaipur metre gauge line into broad gauge line.] (1746)

[Need to conduct a survey for converting Bandikui-Agra Fort metre gauge line into broad gauge line.] (1747)

[Need to convert Rewari-Narnaul-Ringas-Pholera metre gauge line into broad gauge line.] (1748)

"That the Demand under the Head General Superintendence and Services on Railways be reduced to Re. 1."

[Failure to check effectively ticketless travelling.] (1749)

[Failure to check irregularities and malpractices in railway reservation.] (1750)

"That the Demand under the Head Repairs and Maintenance of Plant and Equipment be reduced by Rs. 100."

[Need for maintenance of Railway Water Pumping Stations at Budha Pushkar near Ajmer.] (1751)

[Need to increase the capacity of Railway Power House situated in Ajmer.] (1752)

[Need to optimum utilisation of the closed furnace and unused costly machines laying in Loco and Carriage Workshops of Railways.] (1753)

[Need to modernise the signal and telecommunication system in the Railways.] (1754)

"That the Demand under the Head Operating Expenses Fuel be reduced by Rs. 100."

[Need to electrify Delhi-Ahmedabad Road gauge line.] (1755)

[Need to optimum utilisation of steam engines which are in good condition.] (1756)

[Need to develop techniques for proper maintenance of diesel engines and to check wasteful expenditures on them.] (1757)

"That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to open a Railway Senior Secondary School in Ajmer keeping in view the number of railway employees.] (1758)

[Need to improve the condition of Railway Hospital in Ajmer and to equip it with best treatment facility.] (1759)

[Need to ensure the proper maintenance and development of roads, drains, flush toilets parks etc. in various railway colonies and Railway residential areas of Ajmer.] (1760)

DR. SUDHIR RAY (Burdwan): I beg to move:-

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to use regional languages in railways.] (1774)

[Need to write names of the trains in regional languages apart from Hindi and English.] (1775)

[Need to use regional languages in computer reservation booking.] (1776)

[Need to open a cell in different zonal railways to monitor the progressive use of regional languages.] (1777)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide TTEs in all sleeper coaches (3 T) of all trains to prevent overcrowding by unauthorised passengers.] (1910)

[Failure to provide adequate passenger amenities in sleeper coaches (3 T) particularly tube lights, fans, drinking water etc.] (1911)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase accommodation at Yatri Niwas at Howrah.] (1925)

[Need to construct rooms on the thirds floor of Howrah Yatri Niwas.] (1926)

[Need to set up a Base Kitchen at Sealdah immediately.] (1927)

[Need to take immediate steps to instal a P & T telephone at Howrah Base Kitchen.] (1928)

[Need to modernise Howrah Base Kitchen.] (1929)

[Need to take immediate steps to hand over the Bhubaneswar Rajdhani Express to Eastern Railway.] (1930)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reschedule departure time of 2305 DN from Howrah at 4 p.m. and provide stoppage at Asansol before next time table.] (2007)

[Need to provide more toilets in sleeper class, ordinary 2nd class coaches, A.C. chair cars, 2 Tier and 3 Tier coaches.] (2008)

[Need to take immediate steps for providing drinking water in sleeper class coaches.] (2009)

[Need to take immediate steps to run passengers train between Bolpur and Asansol via Khana loop section.] (2010)

[Need to introduce variety in catering services of railways.] (2011)

[Need to provide rakes immediately to run EMU coaches between Barddhaman and Sealdah via Bandel and Naihati and between Barddhaman and Sealdah via Dankuni.] (2012)

[Need to run 2305/2306 with electric locos between Howrah and Asansol and provide its stoppage at Asansol.] (2013)

[Need to take immediate steps to stop supplying coconut rock in Howrah Rajdhani Express.] (2014)

[Need to issue instructions to issue waiting list tickets only 10 per cent of the total capacity of the each class.] (2015)

[Need to stop bringing water bottles and evening snacks from Howrah for downward journey from New Delhi in Howrah Rajdhani Express and procure the same from New Delhi.] (2016)

[Need to run 2301/2302 daily and provide as many stoppages to it as to Bhubaneswar Rajdhani Express before next time table.] (2017)

[Need to replace all curtains of Howrah Rajdhani Express.] (2018)

[Need to take immediate steps to stop allotting of seats to passengers in pantry cars in Howrah Rajdhani Express.] (2019)

[Need to take immediate steps to remove chair cars from pantry

cars of Howrah Rajdhani Express and provide berths therein for the staff on board.] (2020)

[Need to take immediate steps to provide shoes to the all catering staff of Howrah Rajdhani Express.] (2021)

[Need to take immediate steps for providing hot case in A.C. 3 Tier coach of Howrah Rajdhani Express.] (2022)

[Need to take immediate steps for remodeling of AC 3 Tier coach of Howrah Rajdhani Express for a Linen Room.] (2023)

[Need to attach pantry car with all long distance trains particularly those leaving from Howrah and Sealdah.] (2024)

[Need to run pantry car with Howrah-Kalka Mail throughout the journey.] (2025)

[Need to stop privatisation of catering service.] (2026)

[Need to attach more 2nd class ordinary and sleeper class coaches in long distance trains.] (2027)

[Need to provide TTEs in all coaches of all passenger trains.] (2028)

[Need to stop travelling of male passengers in ladies compartments.] (2029)

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to improve signal system immediately.] (2042)

[Failure to provide minimum passenger's amenities in 2nd class ordinary and sleeper class coaches of all passenger trains.] (2043)

SHRI BRAJA KISHORE TRIPATHY
(Puri): I beg to move:-

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to put forward proposal of austerity in the expenditure of the Railway Board.] (1826)

[Need to make concrete provision for providing basic amenities to passengers.] (1827)

[Need to avoid privatisation of the different sectors of the Railways.] (1828)

[Need to stop retrenchment of the railway employees in the name of modernisation.] (1829)

[Need for setting up of a separate Railway Zone for Orissa and creation of a Division at Rourkela Orissa.] (1830)

[Need to maintain properly the railway tracks.] (1831)

[Need to improve signal system on the railway stations.] (1832)

[Need to improve the condition of the waiting rooms at the railway stations.] (1833)

[Need to ensure the punctuality of trains particularly those running in Orissa.] (1834)

[Need to provide more book stalls on the railway stations in Orissa.] (1835)

[Need to allot book stalls catering stalls to unemployed youth at railway platforms.] (1836)

[Need to regularise all the casual workers in the Railways.] (1837)

[Need to improve the working conditions of the safai karamcharis in the trains.] (1838)

[Need to take steps to prevent rail accidents in the country.] (1839)

[Need to undertake new railway projects in Orissa.] (1840)

[Need to complete all the ongoing railway projects in time particularly in Orissa.] (1841)

[Need to introduce trains with a speed of 160 km. per hour and more.] (1842)

[Need to provide more wagons for the supply of coal, iron ore and other materials, particularly in Orissa.] (1843)

[Need to lay a second line track from Khurda road to Puri in Orissa to meet the heavy traffic.] (1844)

[Need to start more superfast trains and convert the weekly express train between Puri and Okha to a daily train.] (1845)

[Need to provide a spacious building for computerised reservation facility at Puri.] (1846)

[Need to provide shed cover on all the platforms and expand all the platforms in Orissa.] (1847)

"That the Demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

[Need to provide adequate security to passengers.] (1848)

[Need to maintain the lavatories in the railway compartments in usable condition.] (1849)

[Need to check wide spread malpractices in the Railways.] (1850)

"That the Demand under the Head Repairs and Maintenance of Permanent way and works be reduced by Rs. 100."

[Need to build over-bridge and flyovers on the level-crossings at national highways and state highways in Orissa.] (1851)

"That the Demand under the Head Staff Welfare and Amenities be reduced by Rs. 100."

[Need to provide accommodation facilities to all the railway employees.] (1852)

"That the Demand under the Head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to extend railway facilities to all areas for removing regional imbalances.] (1853)

[Need to lay new railway lines in the country, particularly in Orissa.] (1854)

[Need to renew old railway tracks and undertake more electrification projects in Orissa.] (1855)

[Need to provide more amenities to the railway passengers.] (1856)

[Need to provide a couple of express trains between Puri and Tirupati and Puri and Bangalore.] (1857)

[Need to construct a new railway line from Gopalpur to Talcher in Orissa.] (1858)

[Need to develop Puri railway station (Orissa) as a model station.] (1859)

SHRI ANNA JOSHI (Pune): I beg to move:-

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to attach sleeper coach to 1024/1023 Sholapur Mumbai Siddheshwar Express.] (1866)

[Need to announce the arrival and departure times of important Mails and Expresses Trains at Pune railway station.] (1867)

- [Need to provide one more A/C sleeper coach to Maharashtra Express.] (1868)
- [Need to increase the frequency of Ahinsa Express.] (1869)
- [Need to give identity cards to all ZRVCC/DRVCC/Local Railway Consultative Committee Members.] (1870)
- [Need to allot space for PCO/STD/ISD booths on platforms No. 2-3 and 4-5 at Pune station.] (1871)
- [Need to introduce a new direct train between Pune and Akalkot Road Railway Station.] (1872)
- [Need for electrification of Daund-Lonavala Khandala sections.] (1873)
- [Need to introduce more local trains on Daund-Lonavala-Khandala section.] (1874)
- [Need to introduce more local trains on Pune-Lonavala section.] (1875)
- [Need to provide basic amenities at Akurdi station.] (1876)
- [Need to introduce a daily train between Pune and Ahmedabad.] (1877)
- [Need to introduce a daily train between Pune and Calcutta.] (1878)
- [Need to construct a subway/over-bridge at Kurkumbh Mori at Daund Railway Junction.] (1879)
- [Need for early completion of ring rail road in the Pune city.] (1880)
- [Need to declare Lonavala to Daund area as railway suburban areas.] (1881)
- [Need to provide more EMU units for Pune.] (1882)
- [Need to utilise Lonavala Locomotive Workshop for repair and maintenance of EMU unit.] (1883)
- [Need to attach one coach with Nizamuddin-Goa or Jhelum-Dehradun train daily.] (1884)
- "That the Demand under the Head Railway Board be reduced by Rs. 100."**
- [Need to give compensation to the injured or to the relatives of dead persons in the railway accident at Loni near Pune on 11th December, 1993.] (1937)
- [Need to provide full cover platforms on all railway stations on Lonavala-Pune-Daund line.] (1938)
- [Need to provide stoppage to Mumbai-Madras trains at Dehu Road Station.] (1939)
- [Need to provide stoppage to either Sinhagad or Pragati express at Dehu Road Station.] (1940)

[Need to construct additional platforms at Shivji Nagar, Kirkee and Pune Stations.] (1941)

[Need to check all unlawful and unauthorised encroachments from the Railway lands in and near all the railway lines from Lonavala to Daund.] (1942)

[Need to run Gitanjali Express between Pune and Calcutta twice a week or attach a special coach daily from Pune to Calcutta in a fast train.] (1943)

[Need to provide pantry car sufficient bed rolls and ensure cleanliness in Maharashtra Express and in Jehlum Express trains and reduce their running time.] (1944)

[Need to undertake the survey of the new railway line between Pune and Ahmedabad via Nasik Road and Tribarkeshwar.] (1945)

[Need to establish a new Division of railways with head-quarters at Pune or merge Kolhapur, Miraj and Sholapur area in Central Railway.] (1946)

[Need to reconstruct rail line between Rotegaon and Puntamba and lay new rail line between Puntambe and Shirdi.] (1947)

[Need to double the rail tracks between Daund and Manmad and Pune and Kolhapur.] (1948)

[Need to construct a Ring Rail Road in Pune Metropolitan area.] (1949)

[Need to declare Lonavala-Pune-Daund area as suburban area.] (1950)

[Need to change the name of "Howrah" Railway station to "Mundhra" Railway Station.] (1951)

[Need to check all anti-social activities on Pune, Shivaji Nagar and Kirkee Railway Stations.] (1952)

[Need to reduce the railway distance between Mumbai and Pune by resorting to new railway route.] (1953)

[Need to start new express trains between Pune-Calcutta, Pune-Ahmedabad, Pune-Kolhapur, and Kolhapur-V.T.] (1954)

[Need to electrify the "Daund-Sholapur" railway track.] (1955)

[Need to double the railway track between Wadi and Daund.] (1956)

SHRI YAIMA SINGH YUMNAM (Inner Manipur): I beg to move:—

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to make catering services in the trains neat and clean.] (1914)

[Failure to keep the retiring rooms at the railway stations neat and clean.] (1915)

[Failure to ensure punctuality of the train services in country.] (1916)

[Failure to improve the railway services from Silchar to Jiribam.] (1917)

[Failure to increase the quota of reservation of seats in the trains from Guwahati to other destinations through the out Agency at Imphal.] (1918)

[Failure to provide computer facilities at the out Agency of Railway at Imphal.] (1919)

[Failure to connect the State capital of Manipur by rail.] (1920)

[Failure to construct the railway line to reach Imphal via Jiribam.] (1921)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of Rajdhani Express services from Delhi to Bhubaneswar.] (1922)

[Need to introduce Rajdhani Express between New Delhi and Guwahati.] (1923)

[Need to increase the quota for the reservation of seats in the trains which starts from Guwahati to other destinations booked through the Imphal out Agency of the Railway.] (1924)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to undertake survey immediately to connect Imphal by rail.] (2059)

[Need to provide more retiring rooms for the lower class passengers at Guwahati.] (2060)

[Need to provide more benches at the platforms for the passengers.] (2061)

[Need to enforce the system of standing in queue for boarding the trains.] (2062)

SHRI SIVAJI PATNAIK
(Bhubaneswar): I beg to move:-

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to electrify the line from Kharagpur to Waltair.] (2075)

[Failure to replace the existing subway by fly-over at Khurda Road.] (2076)

[Failure to withdraw the increase in fare of 2nd class passengers and freight charges of various commodities.] (2077)

[Failure to accord recognition to various unions and associations of the railway workers.] (2078)

[Failure to give up the policy of privatisation of railway catering services.] (2079)

[Failure to provide adequate drinking water at all the railway stations.] (2080)

[Failure to provide at least basic amenities for the passengers in second class compartments.] (2081)

[Failure to introduce passenger train services in Balasore-Nilgiri section of S.E. Railway.] (2082)

[Failure to utilise the funds earmarked for various construction works in Orissa including new lines and upgradation/remodelling of stations.] (2083)

[Failure to set up a wagon manufacturing unit at Rourkela.] (2084)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the level of platform at Kaipadar Road station and over-bridge in Khurda Road division of S.E. Railway.] (2085)

[Need to clear the water-logging near the railway line opposite Nirakarpur station in Khurda Road division of S.E. Railway by constructing a bridge.] (2086)

[Need to introduce a second Dhauli Express between Howrah and Khurda Road on S.E. Railway.] (2087)

[Need to construct more quarters for the railway workers and employees at Khurda Road in S.E. Railway.] (2088)

[Need to introduce another D.M.U. between Berhampur and Cuttack in Khurda Road division of S.E. Railway.] (2089)

[Need to construct a bigger waiting room at Kesinga station of S.E. Railway with better amenities for passengers.] (2090)

SHRI BIRSINGH MAHATO
(Purulia): I beg to move:-

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct over-bridges at Suisa and Torang railway stations in Muri Chandil section of E.E. Railway.] (2091)

[Need to extend Barkakhana Muri passenger upto Tata Nagar on S.E. Railway.] (2092)

[Need to extend Howrah Purulia express upto Murti junction on S.E. Railway.] (2093)

[Need to introduce an express train from Hatia to Purulia.] (2094)

[Translation]

SHRI BASUDEB ACHARIA
(Bankura): Mr. Chairman, Sir, first of all I would like to submit that even before the discussion on the Railway Budget was initiated both freights and passengers fares were revised from 1st April. This is not proper. Earlier, the hon. Minister of Railways had stated that he was not giving final reply and final reply will come only after the examination and the submission of the report by the

[Shri Basudeb Acharia]

Standing Committee on Railways. Though the Committee has not criticised the revision in the fares, yet I oppose the revision effected even before the submission of the report.

Sir, why was the Standing Committee constituted and where was the need to put additional burden of Rs. 992 crore? The reason being nonfulfilment of the target fixed for freight and passenger movement. So, what were the reasons for not achieving the target?

[English]

What has he said in his Budget speech? He said, as if there were some disturbances effecting the railway traffic during 1991-92, 1992-93 and then again during 1993-94; and because of that, there was less good traffic and also passengers traffic. If there were disturbances affecting railway traffic, then, there will be less number of trains also and the train kilometre will also come down. But this did not happen. On the other hand, the train kilometre in 1992-93 increased in the case of broad gauge and marginally reduced in the case of metre gauge. In broad gauge, it was 207 million tonnes trains kilometres during 1991-92.

It increased to 208 train kms in 1992-93. But there is a reduction in load per train. The average load in metre-gauge was reduced from 585 tonnes to 507 tonnes in 1992-93. The average load in broad-gauge is almost static, that is, 1,119 tonnes in 1991-92. In 1992-93, the train load was 1,128 tonnes.

The reasons for less traffic have been stated in the Annual Report. It had

been stated that there was less offer in sectors like coal, cement, fertiliser and petroleum products. The two important committees, namely National Transport Policy Committee and the Railway Reforms Committee, have recommended the share of rail traffic and road traffic. Once it was 75 percent. Seventy-five percent of the traffic was carried by the railways. Now the railway is carrying less traffic than what was done by the road traffic. Because of that, we have to import petroleum products by spending foreign exchange worth crores of rupees. It is not only the wrong policy of the railway department but also the wrong policy of the Government. The railway has the capacity to carry more traffic.

The Minister is now trying to justify his project uni-gauge. He is the architect of that project. It is a dream. I want to ask the hon. Minister will we ever have uni-gauge system in our country? To call uni-gauge is a misnomer.

If you want to have uni-gauge, how much will you spend? We will have to spend at least Rs. 50,000 crore. Your estimate is to convert metre-gauge into broad-gauge. The per kilometre estimate has been worked out from Rs. 45 lakh to Rs. 60 lakh. This is an under-estimate. The conversion does not mean replacing the metre-gauge track by broad-gauge. After conversion, all other activities are to be undertaken, namely, construction of platforms, changing of signalling systems and repair of bridges.

Expenditure on all these activities like construction of station buildings, platforms, replacement of signals, etc. has not been included within this Rs. 45-60 lakhs. So, it is under estimate. Now, the figure of 34,000 kilometres has been reduced by 2000-2500 kilometres. But

what is the impact of this conversion? In the Standing Committee on Railways, when we examined the Ministry of Railways on its Demands for Grants for 1994-95, we asked them this question. During 1992-93, one section might have been converted or had been converted from metre gauge to broad gauge. What is the impact of it on passenger and freight traffic? There was no reply from the Ministry of Railways. There was no impact because the justification was given by the Minister that there were bottlenecks. We agree to it. Then, the capacity has been saturated. There is no scope for increasing the line capacity and passenger train capacity. No new trains could be introduced. Then, after conversion, what is the impact?

SHRI C.K. JAFFER SHARIEF: Is there no impact in Purulia-Kotshila? Shall we ask the people there?

SHRI BASUDEB ACHARIA: I will come to it later on. You have introduced only one train. I have made several suggestions for introduction of new trains and also to have a bypass to avoid Kotshila so that from Bokaro, the train can go directly to Purulia avoiding Kotshila. I am talking of the entire country. You first come to our district and inaugurate that project and then I will tell you the impact of the conversion. Last time also, I asked one question, namely, whether there was any scope of making this metre gauge more efficient. I have the figures of at least two countries where they are still continuing with metre gauge system. One country is South Africa. Their average speed in metre gauge is more than our average speed. Our average speed is 80 kilometres for freight traffic. The train load is much more in South Africa where there is metre gauge. In the last budget speech, the Minister told us that there was a

proposal to export our metre gauge rolling stock to Malaysia. If Malaysia can continue with metre gauge system, what steps are taken to make our system more efficient and I want to know whether there is any scope for making it efficient. Without taking any step and without making the system more efficient when there was scope, the decision was taken to have a unigauge system. We said that nothing will be more good and better than to have a unigauge system but we will never have unigauge in our country.

We will continue with the multi-gauge, narrow-gauge, metre-gauge and broad-gauge system. How much time will it take to have a uni-gauge system?

SHRI C.K. JAFFER SHARIEF: More or less by the end of the Ninth Plan.

SHRI BASUDEB ACHARIA: Then don't say more or less. If it is less than that, we will not have a uni-gauge system.

What about the Corporate Plan? The Indian Railway's Corporate Plan spanning from 1985-2000, provides a basic framework for planning. The main objectives enunciated in the Corporate Plan are:

Build up capacity of system to carry by 2000 AD. In order to build up such capacity system what we will have to do

370-400 billion NTKM of freight traffic.

310-330 billion PKM non-suburban passenger traffic.

105-110 billion PKM suburban passenger traffic.

[Shri Basudeb Acharia]

Achieve 15 percent reduction in cost of transport in real terms.

To achieve these objectives, the Indian Railway plans to adopt the following strategies:

Optimise investment and improve productivity of assets.

The Corporate Plan was adopted in 1985. Eight years have passed since then. What is the result? The projects freight traffic every year is being scaled down. The target was fixed in the beginning of the financial year. Then a review was made in October or November. Then the Railway came to a decision to scale down the freight traffic and also the passenger traffic. Then what is the necessity to have a target in the beginning of the year? What steps are taken to achieve that target? In order to achieve the target, rolling stock, wagons and coaches are to be arranged. But what is happening? In order to carry 370 million tonnes of freight traffic, the number of wagons required during the year 1993-94 was 22,000; it was reduced to 20,000 later on.

Target for passenger traffic is fixed and in order to carry 5 percent more such passenger traffic the Railways need passenger coaches. This year the number of passenger coaches that is to be acquired is only 1400. The Railways' own production unit capacity will not be fully utilised. Railways own production unit capacity is 2000 - 1000 CF and 1000 RCF. Moreover, Bharat Earth Movers, which is the primary coach manufacturing unit of the country which is a public sector undertaking, has the capacity of 450 only. Jessop, in my State which used

to manufacture metre gauge coaches have no order now. They manufacture EMU coaches for Central Railways and the capacities of these units will remain idle. Railways need more passenger coaches. The percentage of the overaged coaches which are being used is not less than 30. Though the growth in passenger traffic is less, it is not as projected. Still there is a growth and there is a need for replacement so less coaches are being used and as a result of this there is overcrowding in all the trains and in all these trains overaged coaches are being used.

Mr. Chairman, Sir, regarding electrification the target fixed during the Eighth Five Year Plan is 3500 kms. But the achievement in the two years of the Eighth Five Year Plan is less than 500 kms. per year. If the achievement is less than 500 kms. say 470 or 475 kms. per year then the Railways will not be able to achieve the target and there will be less electrified traction in our country and will have to use more and more diesel traction and Railways will have to depend on the import of petroleum products.

In order to reduce the operation cost, because initial cost is more for electrification but the operation cost is much less in electrified traction, Indian Railways must have electrified traction and the base of electrification should be increased so that most of our traction can be electrified by the end of this century and as per the corporate plan of the Railways which was started in the year 1985.

MR. CHAIRMAN: Thank you, now.

SHRI BASUDEB ACHARIA: Another five minutes, Sir.

MR. CHAIRMAN: You come to your main point now.

SHRI BASUDEB ACHARIA: Just now I have received the C&AG's Report. (Interruptions)

I was mentioning the impact of this Budget and the acquisition of less number of coaches on the public sector industries of our State. The Railways suddenly and abruptly took a decision to switch over to airbrake system. This is good for the safety of the passengers and the safety of the trains, I agree. There should be a uniform break system. We discussed this point on the floor of the House that with less break power the trains are being operated.

When the decision was taken, the industry which was manufacturing such an item, should have been given some more time. Actually they require one year's time to switch over to the new technology. Without giving any such time the Railways suddenly told them to manufacture the new airbrake. The industry was still manufacturing the exhaust, that is, the vacuum breaks.

Similarly the wagon manufacturing industry, entirely depending on the orders of the Railways, also suffered. If the Railways suddenly take a decision to reduce the acquisition of wagons, then what will happen to these industries? In West Bengal those units are there both in the public and private sectors. The Railways need wagons. In spite of that an order for less number of wagons was placed. Every year the order is placed in the month of March but this year for the quarter April to June the order has not been placed by the Railways with the wagon manufacturing industry so far. This has never happened.

SHRI TARIT BARAN TOPDAR (Barrackpore): Even till today no order has been placed.

SHRI BASUDEB ACHARIA: In these wagon manufacturing industries thousands of workers are engaged. At this rate, their full capacity will not be utilised and if they closed down then thousands of workers will be thrown out of employment. The Railways are taking such a decision without considering all these aspects and the impact of the Railways Budget on them.

There are some important projects of West Bengal which are pending. When the Railway Minister was replying to a debate earlier we raised the question of Eklakhi-Balughat line. We have seen in the newspapers that a group of Minister met — or would be meeting — and they will take a decision on some pending projects where the progress is only five percent and the cost escalation is 60 percent. We do not know whether they have taken any decision to freeze those projects. When we raised the question of Eklakhi-Balughat when the Railway Minister was replying to the debate, he told us that the matter was not yet finally decided.

The Railway Minister has said that the Standing Committee will examine it and after that he will increase the allocation in respect of this line from Rs. 1,000 to Rs. 1 crore. Mr. Chairman, Sir, you were also protesting against the discrimination shown to Bihar in the Railway Budget. Bihar has been neglected. And West Bengal also has not been spared.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: You are dividing. And that is your policy.

SHRI BASUDEB ACHARIA: We are not dividing but uniting. The entire Eastern Region has been complaining. Even Orissa has been complaining. Bihar has got a genuine grievance. West Bengal has also been neglected. The youth and students of West Bengal came and held *dharna* and when they met the hon. Minister along with the Chairman of the Standing Committee, Comrade Somnath Chatterjee, the Minister has said that he will definitely consider the genuine demand of the people. Sir, this line, Eklakhi-Balurghat, is in the most backward area of our State, where not a single inch of railway line is there. And this line will connect the District Headquarters also. In the year 1993-94, the allocation for this has been increased from Rs. 1 lakh to Rs. one crore. But not a single paise has been spent. During the examination of the Standing Committee on Railways, we found that this line has been frozen. Why? It was frozen because of low operational priority. The priority was fixed before the finalisation of the Budget for the year 1993-94. In the month of January, this line was in the priority list. Suddenly when the review meeting took place in the month of July, this project was frozen because of low operational priority.

Sir, I would urge upon and demand the Minister that sufficient allocation for Eklakhi-Balurghat line should be provided so that it can be completed within the stipulated time.

Now, I come to Howrah-Amra line, which is situated in the constituency of Shri Hannan Mollah. He will sit in *dharna* in the well of the House. The foundation stone for this line was laid by Shrimati Indira Gandhi in the year 1972. Only a

small stretch has been completed. Last year, in the year 1993-94, a sum of Rs. 1 crore was allocated. But not a single paise was spent. It was frozen. And in this year's Budget, only a meagre amount of Rs. 1,000 has been allocated just to keep it alive. Similar is the case with Digha-Tumruk line. Only there is a marginal increase in respect of this line. There is a narrow gauge line connecting three districts. (*Interruptions*)

[*Translation*]

MR. CHAIRMAN: Please conclude. You asked for five minutes but you have already spoken for eight minutes and after that, five minutes, more have been given to you.

SHRI BASUDEB ACHARIA: Mr. Chairman, Sir, I will conclude within three minutes.

MR. CHAIRMAN: Conclude within two minutes.

SHRI BASUDEB ACHARIA: Sir, you will support the demand for diverting the route of Tinsukia Mail. It should go to Patna via Nawada and it won't take more than one hour or one and a half hour extra. (*Interruptions*)

MR. CHAIRMAN: Please also tell how it will go to Patna via Nawada.

SHRI BASUDEB ACHARIA: Only it is to be diverted. (*Interruptions*) From where it is to be diverted only he can tell.

[*English*]

Bankura-Damodar River railway is a very important railway. The management of this was taking over. But the line

has not been nationalised. You nationalise the line. You take over and nationalise it. After unigauge.....

[Translation]

You do it and we will support you.
(Interruptions)

[English]

In the last year Rs. one crore was allotted for Adna-Madhapore line. The survey was conducted. That year only Rs. 60 lakh has been given.

[Translation]

(Interruptions) I was dwelling on electrification. (Interruptions) What could be done in Rs. 60 lakh? Raise it to at least Rs. 5 crore. (Interruptions) At least give an assurance.

[English]

I have the reply to my question. It was stated that EMU service will be introduced in Burdwan-Asansol line by the end of March, March has passed away.

[Translation]

Similarly, April will also pass away yet nothing is known. There was a proposal to also take it to Agra, Asansol. (Interruptions) There was the problem of giving licences to the hawkers. This issue was raised by Shri Syed Masudal Hossain, the leader of that union. A big rally was organised in Calcutta. (Interruptions) Please solve this problem and bring about improvement in the Railways.

[English]

Special attention should be given to other things than the conversion also. Unless railway line is there we cannot have any industrialisation. Railway is the most important infrastructure. I was asked to examine this aspect by the Railway Minister. Our Sub-Group made recommendation. Now we are discussing the Resolution of the Railway Convention Committee. They have recommended for increase of dividend. We have recommended that why should railway pay dividend to the Central exchequer when the Budgetary support is being reduced from 75 to 18 percent. Why should the railway pay dividend to the Central exchequer? Railways are not only for the Railways but they are for the entire nation. Unless Railways develop, there is no national development.

MR. CHAIRMAN: Now the Railway Minister is a member of R.C.C. Please take your seat.

SHRI BASUDEB ACHARIA: Central Government must invest more in the expansion of the Railway net work.

With these words I conclude.

[Translation]

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Chairman, Sir, I rise to support primarily because the Railways provide largest means of transport to the poor. In all the Budgets, year after year, presented by various Governments fares have been revised. The reasons for it are demands for new trains, demands for new railway lines, construction of new-railway lines and bridges and introduction of new trains. Therefore, naturally burden on passenger increases. Revision of

[Shri Surya Narayan Yadav]

fares is an ongoing phenomenon. The point to ponder over is whether against the fares charged complete facilities are being given to the passengers or not and whether their problems are being solved or not? I would like to speak at length on this point. Though Shri Acharia opposed revision in passenger and freight fares, yet I believe this is not the appropriate method for registering protest. If a person can afford to pay Rs. 200 for travel then he can also pay Rs. 220 without any difficulty. The basic issue is whether full attention is being paid towards security of passengers and other amenities and also whether the passengers are treated as passengers? I think at present the Railways has not fully succeeded in this task and due to this the image of the hon. Minister has got tarnished. When the people know that in a particular train a Member of Parliament is also travelling the passengers do approach with numerous complaints regarding drinking water and lighting facilities. Passengers complain that extra Express Train charge is being taken and in spite of carrying limited luggage baggage charge is being taken. Then we feel helpless. Though revision in fares can't be opposed yet I would like to submit that objectives for which fares are revised should also be fulfilled. If this does not happen, it is our misfortune.

Mr. Deputy Speaker, Sir, once while travelling from Patna to Calcutta by Tata Steel Express I did not find any difference between First and Second class coaches while inspecting the whole of the train. What are the reasons for not making available passenger amenities and for not ensuring the security of the passengers by the Ministry of Railways, which has largest Budget and has largest manpower.

Sir, we expect many things from Shri C.K. Jaffer Sharief. We had great Expectations from Shri George Fernandes too, when he became Minister of Railways. However, once they become Ministers they express their helplessness. Now we have great expectations from Shri Sharief and hope that he will definitely pay attention towards the difficulties of the passengers.

17.00 hrs.

I feel that the hon. Minister should tour entire country by train to see things for himself. If he wants he can revamp and revitalise the Railways. Improvement is possible only if the hon. Minister desires so. General Managers of Railways think of themselves as Demi-Gods and travel in Saloons. I can't describe the condition of the trains with which the Saloons are attached. A Saloon was attached with the train I was travelling by and the passengers were feeling quite uncomfortable. Then I thought that it is worthless to be an M.P. and this practice should be done away with. For whom are the Saloons meant and why more expenditure is being incurred on them? My submission is General Managers of Railways are only Government servants and the country is not their fiefdom.

Regarding Bihar I do not blame the hon. Minister because from the beginning the State is being neglected. Even in the current Budget Bihar has not been given due importance. Bihar is a big State. Both road and railway network in Bihar are not adequate. I would give you an example. After addressing a public meeting in Nirmali at 4.00 p.m. I boarded Kosi Express. I thought within 4 hours I will reach Samastipur and from there will board the train for Delhi or will catch flight from Patna to be in time to attend the session of Lok Sabha. Kosi Express

reached Samastipur at 5.00 a.m. in the morning. Kosi Express took that much time in covering the distance of 50 kms. When I asked the Guard that why the train is running so late he asked me to talk to the Driver. On being asked the Driver told me that coal supplied is of inferior quality. Therefore, enough steam is not being generated as vacuum is not being created. So, how can the train move fast? Nobody is monitoring such trains. In North Bihar many a train do not have bulbs, water or enough vacuum in the engine etc. All the efforts of the hon. Minister are not producing the desired results. Therefore, the people are facing problems and the image of our party is getting tarnished. I submit that the work of setting up of the Zonal Railway should be expedited. I remember Shri L.N. Mishra, who represented the area and was Minister of Railways too. During his tenure a railway map of North Bihar was drawn. His dream was to connect North Bihar by rail to rest of the country. However, the fate willed otherwise and cruel hands of death snatched him away from us. As a result, Bihar is neglected till date. Map of rail line from Bakhtyarpur to Bihariganj was drawn during his time. Railway maps of Madhepura and Saharsa were also drawn from tourism point of view. During British days trains used to be run from Saraigarh to Nirmali. However, the track was washed away during floods and it could not be reconstructed. He got the survey conducted. He also got survey of Samastipur, Vaishali and Darbhanga conducted, but nothing has been done in this regard. I demand that at least these should be done because Bihar is a very big State. People of Bihar want railway link with the rest of the country. I hope that this will be done.

I would like to make a submission regarding Patna. Labourers from all over

Bihar come there for onward journey to Delhi to earn livelihood. The hon. Minister must be aware of the fact there is a long waiting list of upto 250-300 persons of those going to Patna from Delhi. These labourers have to face lot of hardship in getting reservation in trains going to Patna. I demand introduction of a long distance train having only second class coaches for Patna, Katihar and Mansi. This will solve the problem of labourers and youth of Bihar. It is not a difficult task for the hon. Minister. I hope that it will be introduced within one and a half months and announcement to this effect will be made in the reply by the hon. Minister of Railways.

Shri Ram Nihor Rai has demanded introduction of a new train from Chaupan or Renukoot to New Delhi. I think there should be no difficulty in accepting this demand. He also wants a two minute halt of Purshottam Express running between Delhi and Bhubaneshwar.

Member from Hazaribagh and we also want linking of Hazaribagh by train. Calcutta bound trains from Ranchi pass within a distance of 50 kms. from Hazaribagh. If this 50 kms. stretch of rail line is constructed then it will be of great benefit to the people of hill area and will earn accolades for the hon. Minister.

Nobody is more experienced in running the Ministry of Railways than the hon. Minister. We would like the Railways to benefit maximum from your experience. Though sincere efforts are being made by the hon. Minister yet due to some reasons the work is not being accomplished because of lack of proper supervision. This needs to be looked into. I support this Railway Budget and submit that the suggestions given by the hon. Members should be seriously implemented.

[Shri Surya Narayan Yadav]

There are adequate number of trains for Madras, Calcutta and Bangalore, but there are a few trains for Patna. My submission is that efforts should be made to link State capitals like Patna with Metropolitan cities for the benefit of the people of these neglected areas.

With these words I conclude and thank you for giving me the time to speak.

[English]

DR. MUMTAZ ANSARI (Kodarma):
Mr. Chairman, Sir, Railways is a very large undertaking which is running in the Government sector. And this is the largest undertaking in the Government sector. This shoulders very much important responsibility in respect of employees and workers' facilities throughout the country. I must be very much thankful and grateful to the Railway Minister that he has started laying down railway line in the very interior part of the State of Jammu and Kashmir which is full of social unrest up till now and so many disturbances are taking place in that part of the State. This is very noteworthy and praise-worthy. It is a very good step on the part of the Railway Minister to lay a railway line in Jammu and Kashmir because it will generate employment opportunities, employment potential there. It will reduce social and political unrest in that part of the State.

I am very much thankful to him, as our colleagues have stated that he has granted a sum of Rs. 32 crore or so amount for expansion or conversion of a railway line from Samastipur to Darbanga into broad-gauge, for this. I would like to request the Railway Minister

that this should be extended to Jayanagar because Jayanagar is a very much important and strategic place. This is also located in the Himalayan range and is a very much strategic and international area. So this is my humble request that once you expand this railway line from Darbanga to Jayanagar, this will not only enhance your prestige and position in the eyes of Nepal rather this will also facilitate all the passengers and the movement of goods from one area to another. This will also create good image in the eyes of Nepal and in the eyes of the people living in that very area. At the same time, it is a matter of great regret and deep consternation that the Railway Minister has done a lot of things for spreading railway lines in Southern part of the country as well as in other rich State like Maharashtra, Rajasthan or other States. This is also a very good thing. I do not have any grudge against any other State for whatever you are doing. If you are just increasing all these infrastructural facilities to any other State—this may be the southern part of the country or the Northern part of the country or any other part of the other—I do not have any grudge against that. At the same time, I would like to request you that there must be some sort of a balance in respect of the growth of the railways.

17.13 hrs.

[MR DEPUTY SPEAKER *in the Chair*]

Whenever you are spreading a railway line, you must keep in mind those States which are very much backward States like Bihar, Orissa and other backward States. Bihar is a very much economically backward State. There is a poverty in the midst of plenty. So far as Southern Bihar is concerned, it is very

much rich in minerals like bauxite, graphite, granite, Mica, iron ore. There is a very huge reserve of all these minerals as also the reserve of forest resources.

But in the absence of all the infrastructural facilities these are not being exploited. So far as railway line is concerned, you will be very much surprised to know, Sir, that many of the district headquarters like Chatra, Hazaribagh and Girdih have not been connected with a railway line. If you are doing something for the betterment of other States, it is a good thing because whatever you do for other States will ultimately contribute towards the overall economic development of the country. I appreciate that. But so far as these backward States are concerned, we have made a hue and cry in this House and we staged a walk out from this House under the leadership of Shri Nitish Kumar. He would appreciate, at this time, that we have been agitating for a long time that must be some developmental work which should be undertaken in respect of laying the railway lines.

So far as my area that is Kodrama is concerned, it is very rich in mica. I have requested the Railway Minister time and again that this must be connected with Girdih district which is also a far-flung area. And not only this, survey work was also conducted long back and a huge amount of money was spent over this survey work. But it is very much alarming and surprising to note that all these survey works and study works have been shelved and nothing concrete has been done. Why so much amount of money has been spent; why so much exercise has been done when all these things have gone in a futile exercise? I would request the hon. Minister that there must be some sort of concrete developmental steps which must be taken

in respect of these district headquarters which must be connected with railway lines.

Coming to South Bihar, this region is very rich so far as mineral resources are concerned. You were not here and that is why I am narrating once again that as far as mineral resources like mica, iron ore, coal — 46 percent of coal is produced in this area — graphite and bauxite are concerned, they are available in plenty. Similarly, forest wealth is also available there in plenty. If you want to have movement of all these mineral resources from one corner to another corner of the country, you will have to spread the network of railways. Otherwise, these resources are not going to be exploited.

You know, Sir, that Bihar is industrially and economically very weak and is a emaciated State. You will have to think over a balanced growth of the entire country. And if you want to just boost up the developmental work in that part of the country, you will have to just do something which will incur not a very amount of money, but a very small amount of money; a few crores of rupees will have to be spent there and this will bring about a substantial change in the economic development.

Shri Nitish Kumar is narrating something. This is very much important. I am speaking on debate; otherwise, he would have also spoken in louder terms because he is a very good speaker in this respect. Rajgir is internationally very much important and so also Bodhgaya. Gaya also is very much important from religious point of view, from social point of view, from political point of view. And from all standpoints, these are nationally and internationally very much important places. A large number of pilgrims are

[Dr. Mumtaz Ansari]

coming there from abroad, from foreign countries and they also seem to be very much surprised and alarmed at the prevailing conditions. Since the achievement of Independence, Gaya has not been connected with Patna, the capital city. And since Independence, we have raised hue and cry over this and a number of leaders have written to the Railway Minister. You may not be there, but the Chair was there and to the Chair a number of letters have been written requesting for doubling of this line. One narrow line which is there is creating a number of difficulties. If you move from Gaya to Patna by car, you will hardly take two-and-a-half hours, but if you move by train from Gaya to Patna, it will, at least, take the whole day and sometimes 24 hours also. Some people will pull down the chain; some people just pressurise the drivers; some people just show some stones and warn the guards and tell them that until and unless the train stops, they shall be left behind. The trains are not coming in time to Patna. You must note down that the doubling of this line is very much important and it must take place.

This is a long pending demand. Rajgir should also be connected with Bodh Gaya. Rajgir is very much important from Nitishji's point of view. He is also a member of the Railway Convention Committee. He may have drawn the attention of the hon. Railway Minister towards this aspect in that Committee. We have also pressed this point of view. From that point of view, from Nitishji's point of view this is very much important and it must be connected with the railway line without loss of time.

Similarly, I would like to draw your attention that many of the trains you

have introduced all over the country, new trains, fast trains, superfast trains and very important trains is very much a praiseworthy work. So far as Bihar and Orissa States are concerned, you have not introduced a single train which is superfast or fast or which is an important train. Once you have agreed to stop a distinguished train like Rajdhani or Purushottam Express at Gaya; but you have not increased the number of berths. My humble request is that if you stop any important train at any strategic or important place, you must try to add some seats also. You promised me that this Purushottam Express will stop at Kodarma which is very important from the point of view of mineral resources 70 per cent mica is produced there which is exported to foreign countries. Up till now in spite of your assurance that train has not been stopped. You know better what is the serious bottleneck. I hope that you will try to remove all these bottlenecks.

Similarly, as has been pointed out by many hon. Members, there is a very rapid hike in fares and freight. This has become a natural, an eventual and a normal course because unless and until you increase the fares and freight you cannot make up all these increasing expenses. My humble submission is that there is a way out. The Standing Committee also has pointed out at various places in various sittings that there are certain ways out. You can resort to curtailment of expenditure also. You can just reduce the salary and allowances like travelling allowance payable to the Government officials, so that there should not be any misuse of all these financial resources. You have pointed out that Railways are facing financial crunch and financial crisis in the course of your speeches. We do accept that there is financial crisis and financial crunch. You are putting emphasis on internal re-

source generation; it is a good thing. But at the same time you must see that all these increasing overhead expenditures also should be reduced to the maximum, so that the efficiency and productivity of Railways may be upgraded and brought to the standard level.

Similarly, so far as North Bihar and other parts of Bihar are concerned, there is need for the introduction of new trains. If you are kind enough, you can do something for the betterment of the prevailing condition of Bihar. The Railways is a very strategic thing and the Railways is very much an important undertaking. If you just provide certain infrastructural facilities to Bihar, we shall be very much obliged to you. You have hardly spared Rs. 32 crore. If you are kind enough, you can complete the railway line from Samastipur to Jainagar. You can also connect all these different bordering lines also. You try to just do something for connecting the railway line from Giridih to Kodarma which is my constituency and for which a lot of thing has been done. Survey work has been done, a study has also been conducted. But that has been shelved. My humble request is that you do something for the betterment of the Southern Bihar. We shall be grateful to you for this.

There is one Express Train — Madras Mail — running between Madras and Bokaro. This line should be extended upto Gaya. This is a request of my colleague; on behalf of my colleague, I am asking that this line should be extended from Bokaro to Gaya. Thank you.

MR. DEPUTY SPEAKER: You are asking this because it will be beneficial to you.

[Translation]

SHRI KAMLA MISHRA
MADHUKAR (Motihari): Mr. Deputy Speaker, Sir, we criticise the Minister of Railways but it seems that it tunes sweet to his ears so much that he does not take our criticism seriously. I want to submit that the Railway Budget has totally ignored Bihar, and especially North Bihar. I do agree with my colleagues on whatever they have said about Bihar.

Bihar is rich in natural resources. The progress of Bihar simply means the progress of the nation and if it is neglected then the country cannot make progress. If you neglect Bihar on the pretext that Janta Dal rules there, then this is not fair. I want to submit that this is not a question of any particular party but that of the nation as a whole and when there is a question involving the whole of the country, we must think in the right earnest without taking any partisan attitude.

I would like to thank the Minister of Railways for taking up construction of broad gauge from Muzaffarpur to Raxaul. If the track from Muzaffarpur to Narkatiaganj is converted into broad gauge and Chhatauni bridge is constructed, it will fetch crores of rupees and will also help in promoting trade. The Minister must tell in his reply that as to when this work will commence.

North Bihar is facing an another problem. Muzaffarpur city in North Bihar is a business centre. The locals have been demanding that Railway Zonal Headquarters should be located at Muzaffarpur.

There are Standing Committees for every department and their reports have already been presented. If committees

[Shri Kamla Mishra Madhukar]

are there and their reports have been presented, then an action should be taken on them. If no action is taken then what is the utility of these committees and the expenditure incurred on them. I do support the suggestions made in the report. You must answer these in an explicit manner after giving them a considerable thought.

The suggestion made by the Standing Committees for benefit of the people should be implemented, though of course, the points expressed by the Standing Committees are not essentially the opinion of all the Members of the House. Your efforts for gauge conversion of track from Samastipur to Darbhanga are praiseworthy. It has been a long standing demand of the people of that area. The incompleteness of Chhatauni bridge on Muzaffarpur-Raxaul line simply means that you want this region to remain backward. In these circumstances, we cannot but criticise you. The recommendations made by the Standing Committee in this regard will give this impression to the local people that they are different from the general public.

You should also give due consideration to the passenger amenities. A turncoat Shri Surya Narayan Yadav, who defected to your party has also asked to increase passenger amenities. There is a need to increase the passenger amenities. Being an M.P., we get a lot of chances to travel by train. At the time of departure a man comes and asks us to sign a register. On enquiring from him as to what measures have been made to kill mosquitoes, he expresses his ignorance.

SHRI BHOGENDRA JHA
(Madhubani): Do you sign those registers or not?

SHRI KAMLA MISHRA
MADHUKAR: I sign those registers as I do not intend to bring any harm to him.

The amenities in the second class coaches should be increased. They lack even basic amenities. Shri Ansari ji has also drawn your attention towards this fact. I also support him.

We cannot reach our region by a plane. We can reach Motihar only via Patna. The locals complaint to us that we travel by AC sleepers whereas they have face a lot of difficulties in travelling. It is our duty to apprise you of their difficulties. You should make proper arrangements for light, water and toilets in the trains. Take some effective measures to make the coaches bug free as the passengers travelling by second class coaches face a lot of difficulties on this account. Your name is Sharief and you are, indeed, a gentleman but handling all these problems in a gentle way will not do. A trend of liberalisation and privatisation has started in the labour intensive fields. Even in Railways this is taking place. Where will you lead India to? Members of the Opposition as well as those belonging to Janta Dal openly say that without a developing any understanding of the prevalent situation, you are leading to country astray. Dunkel as well as other issues are being discussed. Before taking a recourse to privatisation of any field of activity, at first you should try to find out how to check deteriorations in that field; how it is going to benefit the farmers, the poor and the passengers. All along you should also take care for maintenance. Our hon. colleagues have opposed the hike in Rail fare and freight charges so I am also going to oppose it. You can give your own logics to support this hike but no Member of opposition will support you on this account. You therefore, should reconsider

it, besides you should also pay attention towards providing a rail link between Rajgir and Gaya and many other problems of Central Bihar which is also mentioned by many hon. Member.

A railway line from Hazipur to Vaishali should be constructed. You might be knowing the importance of Vaishali in the History of India. I am not going to give you details in this regard. The Government fulfils its duty by holding Vaishali Mahotsav, even the Governors and Central Ministers also pay their visits but the question of the development of Vaishali still remains unattended. For the Development of Vaishali it should essentially be connected through a rail link via Latganj, Sahebganj, Kesaria, Asraj Paharpur and Sugola. It was make it convenient for the people living along Gandak command area and to avail rail facility. I am sure that Railway will not lose anything, instead it will add to the earning of the Railway. You must give it a thought. You should tell in your reply that what action are you going to take in respect of all these issues.

I am not talking about the whole of Bihar. I know my limits. I have made a mention of the policies of the Government but I hope that you will certainly arrange for the survey and construction of lines and bridges as per the targets fixed in this regard. So as to fulfil the aspirations of the people of Bihar.

And I think it justified from every point that the rights of the people of Bihar, which covers a very large territory of our country and its population wise the second largest State after Uttar Pradesh, should be protected at any cost, otherwise it will be gross injustice to the people of Bihar. The people's representatives of Bihar have demanded and Shri Surya Narayan Yadav has just asked the

Government to give some guidelines in its answer in the light of these facts as to what it is going to do in this connection.

The facility of train is also quite inadequate in North Bihar. The Government has introduced the 'Amrapali' Train. But it is not adequate for the people and especially the labourers from the region extending from Katihar to Barauni, who go to Punjab and Haryana to seek jobs. Therefore, its route should be extended. The amenities in the Vaishali train should be enhanced because it is the only train by which we go to our native place and the people of North Bihar also travel in it. This train has become too very popular and therefore, attention should be made for extension of its route so that the expectation that the people of North Bihar have pinned on the Government are fulfilled.

I oppose the increase in rail fare and freight and with these words I conclude.

[English]

SHRI M.V.V.S. MURTHY (Visakhapatnam): Mr. Deputy-Speaker, Sir, I rise to say a few words about these Demands for Grants of the Railway Ministry. We all know that Indian Railway network is the largest public sector undertaking and also, equally a monopoly undertaking. The Indian Railways are the lifeline of our transportation also. Whether we like it or not, we have to travel and the travel is by rail most of the time.

In this Budget the fares have been increased. I do not say that they should not be increased. But they have been increased in such a way that it has become counter productive. Some of the

[Shri M.V.V.S. Murthy]

freight rates, what they have introduced will certainly have a bearing on the freight traffic resulting in the movement of freight either by road, or by compulsion only they will be sent by train. There is no increase in the quantum. Simply because the Railways want to have more revenue, they increase the freight rates. Why do they not think about the quantum jump? Why do they not improve their efficiency to move more goods? Normally, that is not the thinking of the Railways. Their thinking is only to increase the freight charges and passenger fares, to get more revenue. But the Railways are not coming up to the standard. It is only increasing the quantum of the freight and not the rates. The Minister may look into this aspect, how with a better efficiency the Railway can move more millions of tonnes of freight.

The hon. Minister seems to be busy. (*Interruptions*)

SHRI P.C. CHACKO (Trichur): I am taking down notes and I will pass them on to the Railway Minister when he returns.

MR. DEPUTY-SPEAKER: Both the Ministers present here are very actively taking down notes.

SHRI M.V.V.S. MURTHY: I personally feel that there is no justification for the hike of these freight charges, particularly for some of the commodities. On some civil supply items also the freights have been hiked. Again as we all know the prices of essential commodities are sky rocketing and inflation has touched double digits. With these increases the common man is very much affected. I request the Railway Minister to person-

ally look into this aspect. Price hike is not the solution. The solution lies in more traffic with efficiency. With better efficiency the goods have to be transported and the Railway should achieve better results.

Also, there are certain railway lines to be considered. Now everybody talks about the unigauge policy. What is the impact of this unigauge policy on a country like ours? We should seriously think about it. When there is so much of scarcity of resources, is it wise that the existing lines should be removed? We should lay more lines first wherever they are required. Then we may remove the narrow gauge or metre gauge and go in for broad gauge. Even on some of the important lines—for example taking Madras-Howrah—we do not reach on time by any train.

Even this morning I had missed the flight because of the late arrival of the train, Godavari Express. The train was coming from Visakhapatnam to Hyderabad. It came late by two and a half hours. I hail from Visakhapatnam. There is only one train between the important cities. Visakhapatnam and Hyderabad. And that important train never comes on time. What is the matter? Why is this happening? Why is this lethargy? Can they not make it up? This is only a small event. But it is happening everywhere in the country. Even at the time of starting also, the trains are delayed. With so much of personnel, the policy of the Railways should be to improve the system and to get better revenue. But they are not adopting that policy. Suppose a twelve-hour train runs for 12 hours, the passenger traffic costs would be reduced by ten per cent and if it runs for 15 hours, the passenger traffic costs would be increased by another ten per cent because so much of other expenses

are involved. That makes the difference. At least some of these important aspects such as punctual running of trains should be looked into personally.

I would also like to mention a few more things. One is passenger amenities. There is scarcity of drinking water in certain stations in Andhra Pradesh. I do not know about other States. This could also be looked into. Even Visakhapatnam is facing the hardship for water. That is what I was told. And the non-availability of water is a very serious matter. There should be a scientific approach towards laying of the lines from metre gauge to broad gauge or narrow gauge to broad gauge. One important trunk line, Madras to Howrah, is the busiest traffic route because that is the heart line of the country and there are many pitfalls in it. I am grateful to the hon. Minister for Railways for having granted electrification between Vijayawada and Waltair last year and it is a very important section. From Madras electrification has already come up to Vijayawada and from Vijayawada, they are proposing up to Waltair, which is in the South Eastern Railways. It is not that the Minister does not know about it. Waltair is a bread giver to the South Eastern Railways and it alone contributes more than Rs. 750 crore of revenue like any other Zonal Railways. There are Zonal Railways, which contributes only Rs. 1,000 crore. Visakhapatnam Division contributes a sum of Rs. 750 crore to you. Even then, it is neglected. That means, priorities are changing and there is no scientific approach.

Now, from Calcutta up to Kharagpur, electrification was over. Waltair is also going to be connected. This year, I do not know on what fallacy or fantasy, the Railway Minister has thought of electrification starting from Bhubaneswar

to Kharagpur and not from Waltair. And it is very evident from the fact that many people had staged a walkout on that day. The hon. Minister should look into the aspect as to why there is no scientific approach. I do not know whether the hon. Minister has been briefed about some of these things or not.

The hon. Minister should think of the trunk routes like Delhi-Bombay, Delhi-Calcutta, Calcutta-Madras etc. These are some of the important lines. When you complete electrification, you will be saving on fuel, you will be saving on diesel and you will be saving on time. You will be saving a lot of money. The extra money that you are saving, can be utilised on some unremunerative line. I am sure the Railway Minister will look into this aspect also regarding electrification of starting from Waltair. Otherwise the people of Waltair will never forgive the Railways if you do not start this from Waltair.

There is one more aspect with regard to Andhra Pradesh. In the British time Railways have started some of the lines which are very remunerative lines. they have laid the lines. they have shown the path to us. We have learnt the running of railways from them. In 1942 a line has been removed for want of rails, I think. I do not know the reason. It was between Kakinada and Kotipalli for a stretch of about 45 kilometres. It is one of the six lines that have been removed. Out of these six, the other five have been restored long back. The sixth was left over because of the mute people and voiceless people of this region. It is very unfair. I request the hon. Minister of Railways to look into this aspect. Also, it appears that recently a survey has been done on this route. This should be reconsidered.

[Shri M.V.V.S. Murthy]

What is the standard of setting a new line? Naturally it is the return of investment. If the criteria is the return on the investment, I believe this particular line has been giving around 14.8 or 15 per cent return. I agree if the Railway Minister has taken up the lines this year which are giving more than 15 per cent return. But certainly that is not the consideration. The priorities are different. It is not only the return on the investment but there may be other strategic reasons also for starting new lines. We do not deny that. But where there are returns, where the bread-earners are there, where the sentiments are involved, and where the line has been removed in the past, action should be taken and I am sure this should be taken into consideration. We expect a fair deal from the hon. Minister for such of these things.

Again, we are asking for a very long time to start a train from Visakhapatnam to New Delhi. It was done on experimental basis running on once a week basis. I do not know what happened to that experiment. That experiment remained on experiment stage for some time and then it vanished. I am sure the Railway Minister will consider the just request of the people of Visakhapatnam to run a train between Waltair and New Delhi.

Sir, Visakhapatnam is an upcoming industrial city and it is the city of destiny. It is a 21st century city. That has been planned like that. So much of investment is coming. So many commuters between Bhubaneswar and Vizag and between Vizag and Vijayawada have been asking for the past two years for an inter-city express between Bhubaneswar and Vizag and between Vizag and Vijayawada. Every time it is being promised but every

time we are disappointed. I am sure this feeling should be taken care of because it is not only the desire of the people but it is the necessity of the business community also. It will help in the industrial growth.

Once these electrification projects have been completed, you can run electrical multiple units instead of running diesel multiple units.

Instead of running DMUs we can run EMUs because we are not able to buy diesel. Why should we waste diesel? So, priority should be given to this trunk line electrification between Calcutta and Madras. If there is any other trunk line it should also be completed on war footing so that maximum advantage could be derived.

There are many other local problems. If the hon. Railway Minister is kind enough to visit Visakhapatnam we can raise those things.

SHRI C.K. JAFFER SHARIEF: I am visiting on 30th April.

SHRI M.V.V.S. MURTHY: We are very grateful to you. We will bring those matters to your notice. I am sure I made my best effort to bring it to your notice about the injustice done to this area. So, I request you to kindly look into these matters.

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Deputy-Speaker, Sir, running across the length and breadth of the country the Railways, with a vast and sprawling network, serve as a vital input for accelerating the overall development and progress of the country. The Railways is one single organisation which touches the life of almost every Indian

in one form or the other. The efficiency, coverage and punctuality of the Railways is a veritable parameter of the country's progress.

Sir, I compliment the hon. Railway Minister for his continued efforts to improve the working of the Railways, expand the network and to strengthen the output. We all know that it is on a war footing that the task of gauge conversion has been undertaken which would greatly help those areas which felt neglected so far and at the same time, would create perceptible avenues of employment to the unemployed youth in the country.

Sir, as we all usually take this opportunity primarily to express and give vent to the needs of our own areas, I would seek your indulgence to say a little about the needs of my area. May be because of a general feeling that there is greater affluence in Punjab and Haryana not much attention has been paid as should have been for expansion of the rail network in this part of the country. Chandigarh, the place from which I come from has a unique position in our country. It is the capital of both Punjab and Haryana and the headquarter of the Union Territory. It is the gateway to Himachal Pradesh and its importance from the tourism point of view, from the architectural point of view and even from the industrial point of view, because we have the hubbing industrial township of Mohali nearby, cannot be under-estimated. But somehow, Sir, over the years the attention which it deserves, has not really been accorded to it. If I am not mistaken, it is for decades that the demand for linking Chandigarh to Ludhiana has been raised in this House and outside. Many years back, a survey was conducted about the feasibility of this programme.

18.00 hrs.

I understand that the need of linking Chandigarh to Ludhiana was appreciated by the Ministry and it is not a very long new linkage that we want. It is about 100 KM. But somehow despite the survey and the assurances from time to time, nothing tangible has been done.

Lately we heard that in order to link Chandigarh, the capital of Punjab and Haryana with the rest of the State of Punjab, at least a rail link would be provided with Rajpura which could obviate the necessity of going to Ambala and then further to Punjab. It is a comparatively shorter route but again there is no progress on the ground.

MR. DEPUTY SPEAKER: Shall we extend the House for another one or two hours or not?

SHRI BASUDEB ACHARIA (Bankura): Let it continue tomorrow.

MR. DEPUTY SPEAKER: Can we extend the House for 15 minutes today because Dr. Laxminarayan Pandeya wants to go to Bombay to meet Shri Ram Naik and the next speaker happens to be Dr. Laxminarayan Pandeya? Shri Pawan Kumar Bansal can speak tomorrow. Dr. Laxminarayan Pandeya to speak now.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): We are going to discuss the report of the Standing Committee on the Railway's Demands for Grants and its Additional Demands. So far as the recommendations made in the report of the Railway Convention Committee are concerned, I would like to draw the attention

[Dr. Laxminarayan Pandeya]

of the House to a recommendation made on page 5 of the Fifth Report of the Committee. The Committee note that Rs. 276 crores are expected to remain outstanding against the Pension Funds till the end of the current financial year. In the end it has been suggested that taking into account taking the probabilities and the financial conditions of the railways, this Grant should be raised to Rs. 1690 crores during 1994-95 so that it is done subject to minor adjustment. I want the Government take these recommendations seriously and the Ministry of Railways take action thereon. Similarly, it has been written on page 21 that in the light of the high rate of interest the committee feels that it will not be possible to seek loans from the Railways at high rate during 1994-95. The Committee, therefore, recommends this also that the Budget support which has been reduced from 75 per cent to 14.8 per cent during the current year, needs to be raised suitably. Therefore, the Ministry of Finance and the Planning Commission should pay attention towards it. The Railway Convention Committee has also suggested certain measures to make appropriations and to improve their financial position and functioning for smooth transportation of passengers and freight. On page 11 of its report the committee has stated that percentage on increase in traffic is not commensurate with expectation and more attention has to be paid towards raising of this percentage in order to earn more revenue. The Railway has a social objective. The Indian Railways protect not only commercial interest but also serves the interests of various classes of the society. it also contributes to the proper development of various fields. But the regional imbalance that has been taking place over the years, is uncalled for. In this connection

the Standing Committee on Railways has observed at page 38 of its report that the Railways undertake or abandon a project at its own whim. Thus undertaking and abandoning a project all of a sudden creates uncertainty. It has, therefore, been suggested that whenever a new project is undertaken, it must be completed. The funds sanctioned therefor should be spent properly. Otherwise they will remain incomplete like Indore-Dohad line which was approved but the work was not undertaken.

As I stated last time the rail lines which were to be laid in Madhya Pradesh were not laid. The Government might have endeavoured to do something in some areas in the regard, but on rough estimate new lines have not been laid there. I would like to draw the attention of the Ministry of Railways to this point. In its report the committee has also pointed out Railway's failure in discharging their duties. On page 37 of the report of the Standing Committee on Railways, the Committee has stated that while deciding keep pending or discontinue new rail projects the Ministry of Railway have not laid down any guidelines. Everything is settled on *ad hoc* basis, which is uncalled for. A project once started should be completed properly. In this regard I would like to refer to the Neemach-Rattam Broad Gauge for which Rs. 1 crore was sanctioned in the beginning and Rs. 2 crores were sanctioned later on. But there has been inordinate delay in taking up this work. It is causing apprehensions among the people. The Kota-Neemach line has been converted into Broad-Gauge Line but this conversion has not been done upto Rattam and this confirms the truth in the Committee's observation. Similarly, Kota-Bara should be linked with rail line so that Madhya Pradesh and Rajasthan may be linked properly.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the Government towards the expenditure incurred on operational cost. The committee has suggested to reduce the operational expenditure. The operational expenditure is on rise. It has many reasons. how can it be reduced? The incidences of accidents are increasing. The reasons behind accidents should be found out. There should not be reoccurring of accidents for the identical reasons and the hon. Minister of Railways should also pay attention towards it. One thing is to be noted here that the public is demanding for more trains and that too running on faster speed. Many problems may arise in fulfilling such demands. It will require matching rail lines. You possess engines having the speed of 150 kilometres per hour, but the rail lines are not fit for such speed. They require improvement. In its report the committee has also drawn attention towards the present condition of Railway coaches. Today the situation has come to such a pass that passengers would prefer the second class coaches to first class ones, because the former are in better condition than the latter ones. The committee itself has expressed its opinion that the Government and the Ministry of Railways should pay attention to the purchase and maintenance of these railway coaches.

At the same time I would like to discuss the passenger amenities because the passengers are not being provided the amenities in commensurate with the increase in passengers traffic and movement of freight. Some of the trains have 22 coaches, some other have 20 or 16 coaches whereas the capacity of the platform is for 12 coaches only. Not only this much, some of the stations do not have shades and some of them do not have drinking water for the passengers. The passengers have to keep

themselves waiting in the scorching sun, rains, or chilly winter. The Government is, therefore, requested to pay attention to increase passenger's amenities in commensurate with the increase in the capacity of platform.

I want that the Government should take steps to implement the recommendations made assiduously by the Railway Convention Committee.

The Committee have made one more important observation. Thereafter, I would like to draw your attention to one more issue and conclude. At the very outset I had stated that I would not take too much time of the august House. On page 21 of their report the Standing Committee on the Railways has made an observation. "The Committee are surprised to find that Railways do not undertake any systematic study about the freight traffic growth. It is more distressing to note that Planning Commission too do not undertake any such study. In the opinion of the Committee unless a continuous study about the growth of freight traffic is made, it is very difficult to make accurate forecast about the volume of goods traffic which the Railways are required or expected to carry from one place to another and for which they are required to develop necessary infrastructure capability". I think that this is a very important recommendation made by the Committee and an appropriate survey needs to be conducted for balanced progress.

Lastly I would like to submit that the passenger amenities to which I have drawn the attention of the Government in the light of the extension of railways and its enhanced capability must be provided. I do not consider it proper to raise other issues during the discussion here and I would rather like to commu-

[Dr. Laxminarayan Pandeya]

nicate them to the hon. Minister in writing. These issues pertain to changes required to be effected in the time schedule. Developments of certain areas, in terms of railway facilities are haltage of particular trains in certain areas. I fully agree to the recommendations made by Railway Convention Committee and the Standing Committee on Railways. Moreover, the Government should certainly pay its attention to the additional demands for grants presented by the hon. Minister in this august House. The Government and the Ministry must be particular about the expenditure and estimated additional expenditure proposed by the Government to make. If our estimates increase from Rs. 100 crore to Rs. 300 crore then it is undoubtedly not well-estimated. From this point of view the Ministry should review it. The Government are neglecting passenger-amenities in Railways and even enhancing fare is being charged from passengers without ameliorating passenger amenities. There is no proper arrangements for railway catering. Passengers do not have facility to sit properly on platform, neither there is any arrangement of lighting, sheds. Leave aside the issue of over-bridge, because the hon. Minister will state that the State Governments will also have to bear half of the cost. But the construction of over-bridge is essential in many places because in want of an over bridge the traffic get jammed for hours there. For instance, an overbridge is being constructed at Ratlam for the last seven years and crores of rupees

have been spent thereon but it has not been completed as yet. It cannot be said till when it will be completed. Similarly, it is very essential to construct overbridge at Neemach and Mandsaur etc. I do not know whether any decision has been taken in this regard. Has any proposal been received from the State Government? I want that prompt action should be taken on the proposals received from the State Governments for the construction of overbridges because so far as my information goes, action is yet to be taken on many proposals.

Lastly I would like to state that the Government should lay emphasis on the Cut Motions and the issues to which I have drawn attention and the Government should look into the contexts of the motions and take appropriate action thereon. With these words I conclude.

[English]

MR. DEPUTY-SPEAKER: Shri Pawan Kumar Bansal was on his legs. To accommodate Dr. Laxminarayan Pandeya, we had to stop his speech. So tomorrow, Shri Bansal will continue his speech.

18.15 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Wednesday,
April 27, 1994/Vaisakha 7, 1916
(Saka).*
