

12.47 hrs.

**RAILWAY BUDGET—DEMANDS FOR
GRANTS, 1997-98—Contd.**

[Translation]

SHRI RAMBAHADUR SINGH (Maharajganj) : Mr. Deputy-Speaker, Sir, while agreeing with the report of the Standing Committee, I want to make some requests to the hon'ble Railway Minister.

Sir, I have received a letter from the Ministry of Railways containing the list of the sections where new trains are to be introduced gauge conversion work is to be undertaken, new railway lines are to be laid, old railway lines are to be restarted and the sections were survey is to be conducted for introducing new trains. But I am sorry to state that the list does not contains about the restart of Maharajganj-Darouna old railway line which is closed for the past many years. The Railway Minister has said very emphatically in his Budget speech that he would ensure that Maharajganj railway line to be restarted very soon.

Mr. Deputy-Speaker, Sir, Maharajganj holds a key place among the commercial centres of North Bihar. During the Britishers' time, a lot of grocery items like, Jaggery, Jute and Jute items were sent to every nook and corner of the country from Maharajganj and it was in view of this importance of Maharajganj that the Britishers laid a railway line between Maharajganj and Darouna and introduced a train between these two places.

Mr. Deputy-Speaker, Sir, During 1980-81, when gauge conversion in Barabanki and Katihar was undertaken, people were assured of the reintroduction of the old train which was withdrawn from service, but so far that train has not been reintroduced. I have been continuously trying for the last 10-11 years to get it reintroduced, but in vain. This time my voice was heard by Shri Ram Vilas Paswanji who assured me to meet the demand and had also mentioned it in his Budget speech but nothing has been said about it in the letter, which I have received from his Ministry. This raised doubts in my mind and in order to clear that doubt, I have to speak today or else there was no need for me to speak.

The Hon'ble Minister of Railways, you have promised me to introduce that train again in that railway section. And if you go back on your words, you are likely to do harm to you as well as to me also, will not you be losing your credibility then? The proverb that I will not, you will suffer because of losing your face will become true.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS

PASWAN) : I have announced it in the House. I will announce it again.

SHRI RAMBAHADUR SINGH : Mr. Deputy-Speaker, Sir, I could not listen as to what the Minister has said.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, Sir, in reply to the letter of the hon'ble member, I have already made an announcement in the House. Now I will again do it.

SHRI RAMBAHADUR SINGH : Then I have to speak nothing in that regard and I am leaving this point here with the faith in you that you will certainly reintroduce that train but at the same time I would also say that in case you fail to keep words, you will be charged with the accusation of breaking your promise.

Therefore I request you to decide the date of its inauguration at your earliest in the interest of the people and in order to save your honour and also to save yourself from breaking the faith of the people.

Sir, from my nearest local railway station, Ekma there are many trains for Delhi but except for Oudh-Asam Express; no other train stops at that railway station whereas many other trains have stoppage at other railway stations. It is not like that Ekma station has less importance against these stations like Merwa, Banghata and Bhar Par. I would urge upon you that other trains should also be halted at Ekma station.

Sir, in the vicinity of my constituency, there is a holy place known as Mahindranath. There is a very old temple of Lord Shiva at this place which is usually visited by many pilgrims of Eastern Uttar Pradesh, Bihar and Nepal on the occasion of 'Shivratri' festival falling every month every year but on the occasion Shivratri falling in the month of Vaisakh and Phalgun lakhs of pilgrims from Bihar, Eastern Uttar Pradesh and Nepal visited this place. It was only in view of its religious importance the then Railway Minister, late Shri Kamla Pati Tripathi had sanctioned a halt station, Mahindranath but we have learnt that all of a sudden that halt station has been closed. I would request that in case you are unable to provide any new facilities then at least re-open that halt station again so that in convenience caused to the pilgrims are removed.

Sir, my next point relates to catering facility provided in the railways. You have yourself said that quality of catering in the railways are not good enough. But what are one of the reasons therefor? Though railway is running its own catering services but catering is also being provided on the contract basis which has led to large scale bungling. In fact, today mafia people have got hold over catering contract in the railways. The mafia people are given contract but the innocent people are cheated. Inspite of

repeated request to the railways, no attention has been paid in this regard. It is always their effort to give contract to the people of their choice having bad track record. I have observed that inspite of the decision taken by the selection committee and screening committee, General Manager of Railway usually does not take any action thereon for months. There is a living example in this regard. Recently I made a request to a General Manager of South-East Railways and told him that 'Sir, I do not want to speak in favour of any particular person but I want you to take your decision impartially. Whatever you may take but it should be based on justice and the contract should be given to a party having good track record. But I am sorry to state that so far no action has been taken in this regard. The reason therefor is that the name recommended by the selection committee and screening committee does not 'suit' him and he wants to award the contract to some one else. No action has been taken so far on that file by General Manager of South-East railways.

I want to draw your attention towards this aspect and request you to take a justified decision thereon. Justice should be done with the deserving persons.

SHRI BRIJ BHUSHAN TIWARI (Dumariaganj) : Mr. Deputy-Speaker, Sir, my request is that railways in the main means of transportation in our country but the way our needs are increasing and our population is increasing, railway facilities are not increasing and unless we develop and increase the railway facilities, we cannot go ahead and make progress. As a result thereof the share of the railway transportation will also decline with the result that the burden of crowd on the roads will increase which will further result is the increased consumption of diesel and petrol.

The requirement, therefore, today is that facilities in railways should be increased which is possible only when they get some extra budgetary support. Till now it was thought that railways are capable of mobilising and creating their resources on their own but today they are faced with acute shortage of economic resources and, hence, they cannot run themselves. Today they need extra budgetary support. The data available with us shows that with the increased requirements and also development of railways, budgetary support therefor has declined instead of increasing. This is a happy news that this time the budgetary support has gone up to 22 per cent from 17 per cent. But at the same time, planning allocation has been reduced. Therefore I would demand that the amount of planning allocation should be increased.

I want to say that in respect of Uttar Pradesh, it is the biggest state of the country who made significant contribution in the nation's freedom struggle but today unfortunately it is being met with the stepmotherly

treatment. As you are aware that it was in this August House that the announcement to set-up the Patel Commission was made with the objective to eradicate the backwardness of Uttar Pradesh, particularly Poorvanchal. But no action was taken on the commission's recommendations. The development of Uttar Pradesh, particularly its eastern part is not at all possible without providing increased railway facilities in the state. Today burden of our population is increasing and the people from different parts of the country are going to other parts in search of a job but from this point of view, very little attention has been paid towards the development of railways. In this Budget allocation of Rs. 300 crores has been made for the new projects of every small and big states. But Uttar Pradesh has got only Rs. 48 crores. It is a longstanding demand of the people to link Katara and Faizabad with railway by constructing a railway bridge there. This time the hon'ble Railway Minister has started it. The total estimated cost of this project is around Rs. 48 crores but so far only Rs. one crore out of that 48 crores has been allocated for the project. If you do the work this way, then how much time do you propose to take to complete the construction of that railway bridge. Likewise, many surveys were conducted in that area and reports of those surveys were submitted in the Ministry of Railways but the officials of the Ministry termed them as unfructious and unviable with the result that all the survey reports were shelved for ever.

In 1977-78, a survey was conducted to lay railway lines from Khalilabad to Bolanpur. But what happened to that survey report. Knows in. I would like the Railway Minister to let us know as to what has happened to that report? Tarighat-Ghazipur survey was conducted in 1993. Ghazipur survey was conducted in 1992 whereas Sitapur-Beharaih survey was conducted in 1996. But this House is not aware of the action, if any, taken thereon. Therefore what are the proposed action to be taken by the Government on the basis of these survey reports?

There is a railway line, loopline, between Gorakhpur and Gonda. The Railway Minister has made an announcement in the House that he would include this rail line project for gauge conversion in the ninth Five Year Plan. I want to know whether the ninth Five Year Plan has started? What action is being taken thereon? My demand is that an early action should be taken for the gauge conversion of this railway loopline.

13.00 hrs.

Electrification is the greatest need of today but Uttar Pradesh, particularly eastern Uttar Pradesh is lagging far behind in this matter. The most surprising thing is that even the route between Lucknow and Kanpur has not so far been electrified, therefore, it is my demand that route from

Kanpur to Lucknow should be electrified at your earliest. The route from Lucknow to Gorakhpur should also be electrified as soon as possible so that speed of trains can be increased.

Further there is a need of introducing another Vaishali Express between Delhi and Gorakhpur for the present one is running always over crowded. Reservation is always full in the present Vaishali Express due to which we never get reservation in this train. Hence in view of this, another Vaishali Express is needed. Siddharthnagar is district headquarter and its railway station is Naugarh. Computerised reservation facility should be provided at Naugarh railway station. At the same time reservation quota for Mumbai and Delhi should also be increased at this station because a large number of people from that areas goes to other places in search of their livelihood. There is no other means of transportation for people in that area.

With these words I conclude.

13.01 hrs.

The Lok Sabha then adjourned for lunch till fourteen of the clock.

14.10 hrs.

The Lok Sabha re-assembled after Lunch at Ten Minutes past Fourteen of the clock.

[MR DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET-DEMANDS FOR GRANTS, 1997-98—Contd.

[Translation]

MR. DEPUTY-SPEAKER : Hon'ble members, it was decided that the Railway Minister would give his reply at two O'clock but still there are eight to nine members to speak and we have to conclude this demands for grants today itself.

PROF. P.J. KURIEN (Mavelikara) : You may allot five minutes each.

MR. DEPUTY-SPEAKER : Only five minutes! Hon'ble members do not conclude even in 8-10 minutes. No B.S.P. member has spoken so far and, therefore, I will not allow the parties who have already spoken.

SHRI ILIYAS AZMI (Shahabad) : Mr. Deputy-Speaker, Sir, while presenting the railway budget, Shri Paswanji, has made many announcement and have tried to given an impression as if he is giving a lot to the public. I am not

here to criticise him. Taking action on my request he has announced in the House that survey of the new railway lines between Shahjahanpur-Farookhabad via Gola-Mommadi has begun and I have received a letter in this regard, too but so far it is not known as to where this survey is being conducted because neither anybody has reached there so far for doing the survey work nor it has been told us as to what would be the starting point of this railway line. The Railway Minister and the Minister of State for Railways, are present here and they should let us know as to when this survey work, which has been concluded only on paper, is going to be implemented so that people can know that the Ministry of Railways are doing something for backward regions also.

I want to say one more thing for which I have written on many occasion. There is a passenger train, 375-Up and 376-Down, between Shahpur and Delhi which runs through my district Hardoi. Hardoi is a big district. All the trains come there from Bihar side with passengers sitting on their roofs. Hardly there is any space for sitting. I had urged upon the Railway Minister to extend that passenger train running between Shahpur and Delhi upto Balamau so that a great problem of Hardoi can be solved. The hon'ble Railway Minister took interest in the matter and said that the train is extend upto Balamau, it could be given one and a half hour rest. I gave my suggestion that it should be extended upto Balamau. There are a number of stoppage in my district, therefore, do not stop this train every where. I gave the names of the railway station and said that stop the train only at these stations which would save three to three and a half hours time. If you reduce the number of its stoppage little more, you may get more than the required four hours time. I would request once again that 375-Up and 376-Down train should be extended upto Balamau.

There is no doubt that Shri Paswanji is working very hard. Also he has given many assurances during his Budget Speech. He also obliges the MPs. I have no reservation in this regard but one thing I would say him certainly and that is evolve such a kind of system in your department as would ensure that whatever orders are given by you, they are complied with in to to. Though Paswanji a deserving Minister but I am sorry to state that his orders are not being complied with that much promptness with which they ought to be. In other words when such a deserving Minister is there, his orders are complied with full faithfulness but this is not the case under his command.

Paswanji has given clear instructions about two trains to stop in my constituency and as per those instructions, these stoppage should have been included in the time-table. But stoppage of those trains at Shahabad still seems a distant cry.

Mr. Deputy-Speaker, Sir, it has always been my endeavour to take one minute less than the allotted time. I have never tried to take more than the allotted time. As such I would once again request the hon'ble Railway Minister to evolve a system in his office for ensuring that most of his orders are complied with urgently. Rest he is doing well.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I make a very small intervention. At this stage, we have to pass this Budget and so many new projects have come in the Budget. In fact, as far as Kerala is concerned, we are very happy that a new line has been given to Sabarimala in Kerala. Sabarimala is a place where crores of people from all over India are going as pilgrims. This will be a great help for the whole nation to go to a place of worship of this nature which is honoured at the national level. This line abuts many of the small towns in the central part of Kerala. This also passes through the agricultural areas of Kerala. Therefore, we are glad that this line has found a place in the Budget. We would hope that adequate funds will be given for this project as and when the necessary clearances are obtained. We hope that the assurances which have been given by the hon. Minister in the Parliament as well as to Members of Parliament by letters, including me and other friends here, will be honoured and adequate funds will gradually be given for this project.

Regarding some other matters which were raised, we in Kerala had a great problem that new trains were not given to us. We are glad that in that respect also some assurances have been given and categorically some decisions have been taken and letters have been given to the Members of Parliament from Kerala and all concerned about the lines which were sought. We are very glad about that. The Konkan Railway, which is coming, as has already been said, is a line which does not touch Kerala. But Kerala is sharing this project by way of giving finances. That is only because this project, even though it does not touch Kerala, will be a short route to Kerala.

SHRI RAM NAIK (Mumbai North) : Kerala, is a beneficiary State.

SHRI P.C. THOMAS : Kerala, of course, is a beneficiary on all food items also. We are beneficiaries in the sense that we have to rely on other States. So, in this great national integration process, which is being done successfully by the Government, I feel that this small State, which is on the southernmost side, must be given due care. For this matter, we have made some suggestions. One was that some projects had been given but the work was found to be slow. On examination, it was found that this was because proper infrastructure by way of offices were not

there in Kerala. For example, an office of the Chief Engineer (Construction) is a must in Kerala. The works have been given. The hon. Minister of Railways was pleased to grant some construction work by way of doubling the line from Shomur to Calicut and then to Mangalore and also from Quilon to Trivandrum.

But these projects would not go on. The construction works would not go on unless the concerned office is given to Kerala. So, it is not that easy to have that office which was supposed to be there in Kerala itself but is now in Chennai. We are all happy with Chennai. But the problem is that the progress of the work would be very slow. For each and every aspect, the people would have to rush to Chennai. That is one reason as to why the work is being delayed. Moreover, this was given to the State of Kerala some four years back but somehow that did not materialise. That is one suggestion which, I think, the hon. Minister of Railway would approve of.

Then, with regard to zones I would like to say that zones have been given to various States. All the Members of Parliament from Kerala have said that as a matter of natural justice one zone could also be given to the State of Kerala. We would not have asked for it if the zones were not at all given to any State but there are proposals for giving the zones very lavishly. So many zones have been provided to various States. So why should this small State should also not be one of the beneficiaries of having a zone? We should not be deprived of having a zone in our State.

Thank you.

SHRI NIRMAL KANTI CHATTERJEE (Dumdadum) : When would the hon. Minister for Railway reply to the debate?

[Translation]

MR. DEPUTY-SPEAKER : I was thinking of fixing the time at 2 O'clock for his reply but I have got a long list of names. Two more MPs will also speak and thereafter we will take it up and you are present in the House.

SHRI BHANU PRATAP SINGH VERMA (Jalaun) : Mr. Deputy-Speaker, Sir, a provision was made for running rail bus service on Eit-Conch rail line during the last budget. I tried my best to ensure that a rail bus service is started there but the public declined the same and leave aside the launching of rail bus service, even the shuttle service available on Eit-Conch rail line has been withdrawn for the last one month. The people of that area are ready to launch an agitation. They are demanding that the shuttle service should be re-introduced on Eit-Conch rail line.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS

PASWAN) : Under which division Conch is located?

SHRI BHANU PRATAP SINGH VERMA : Sir, it falls under Jhansi Division. The rail shuttle service has been withdrawn from the 31st March. The passengers are facing difficulties and we are also having difficulties. Whenever I go to my constituency, the people ask me as to what am I doing in Lok Sabha. I made a request to the Hon'ble Minister several times : Hon'ble Minister had fixed a meeting on 28th but as he had to leave for Bihar, I could not speak to him.

SHRI RAM VILAS PASWAN : Do you want shuttle service only?

SHRI BHANU PRATAP SINGH VERMA : We also wanted a rail bus service but people of the area are reluctant to accept the same.

SHRI RAM VILAS PASWAN : The shuttle train undertook one trip and rail bus service undertook three-four trips to help passengers commute easily. Now please tell me which service out of these two do you want? Do you want the shuttle service and not the rail bus service to be resumed.

SHRI BHANU PRATAP SINGH VERMA : Yes, Sir, rail-bus service should not be started. A shuttle should be introduced and it should be run upto Anand Nagar and Satohe. If the problem of incurring of losses on this route arises, the shuttle service may be extended upto Urai. If it is extended upto Urai, the losses of lakhs of rupees can be bridged. Besides, I had also made a request to Hon'ble Minister during the last budget discussion that a survey was conducted for Conch-Oraiya-Kanpur-Etawah rail route and earth-work was also done, however, the work has not been started on this rail line as yet. Hence I demand that the Hon'ble Minister should get the work started on that line without further delay with these words, I thank the Hon'ble Minister.

[English]

SHRI K.P. SINGH DEO (Dhenkanal) : I would like to thank you and my Party for giving me this chance to participate in this debate.

In the recent past there has been some inordinate delay in the implementation of some of the important railway projects due to inadequate funding, particularly the Talcher-Sambalpur, Daitari-Banaspani, Bolangir-Khurda and Lanjigarh-Junagarh. I do hope that the Minister of Railways with the dynamism with which he has been taking steps, would ensure that at least by the turn of the century the works on these lines are completed.

Secondly, I would like to convey my grateful thanks

to the hon. Minister of Railways, Members of the Railway Board, the Ministry of Railways and the Government of India that within ten months they have got all the clearances for one of the most profitable lines in the world, that is Angul-Sukinda Road, which will connect Haridaspur-Paradeep via Budhapanka-Farjang-Kamakhyanagar-Dhubri and the rate of return is expected to be 29.83 per cent. I do hope that the Railway Minister while replying to the debate will reply favourably about this Rs. 577 crore project. I hope, he would keep his commitment and would also take the trouble of going there and commissioning it immediately after the completion of this Session so that we could get the benefit in three years' time.

We had a very young freedom fighter by the name Baji Rout who died at the age of 13 due to police firing in the State People's Agitation in 1938,. This being the 50th year of Independence, I would request that a new train from Angul—where there is the Baji Rout *Chatravas*—to Howrah be introduced sometime in 1997-98. If it can be introduced it will be a fitting memorial to the young freedom fighter who was immortalised by a book titled 'The Boatman's Boy' written by a Gnanpit Awardee Sachin Ray.

When the hon. Railway Minister last time presented the Budget, he was very generous to present a toy train to the Andaman and to Lakshadweep. The second zoo in Orissa, which is recognised and funded by the Zoo Authority of India, is the Kapilash Zoo. Like in Ujjain, on Maha Shivratri day lakhs of people congregate there. This zoo apart from breeding other animals in captivity has crocodile breeding. I would like to request for a toy train to Kapilash Zoo also.

While travelling by train a lot of discrimination is being shown against the artistes. In fact, in the Consultative Committee I had drawn the attention of the authorities that the Railway Board's definition of artiste is not followed down to the lower levels. Therefore, the visual artistes, performing artistes, musicians, photographers or painters are being discriminated against. I do hope that the Railway Minister will keep his promise made in the Consultative Committee. An artiste should be defined according to the definition given by the Ministry of Culture and not according to the definition suggested by some petty officials sitting at the station counter or train counter and discriminating an artiste according to his own interpretation.

Lastly, Sir, we have been pleading for a Special Sub-Plan like the Planning Commission has for the hilly and backward States. As of now, the Railway do not have the conception of what the backwardness is, although they have used the word 'backward'. So I would request the hon. Minister to make the Planning Commission and the

Railway Ministry sit together and have a Special Sub-Plan for backward areas—which are infrastructurally backward, tribal areas, hill areas and remote areas so that a systematic approach could be applied.

I said that this was my last point, but I have left out one more point, that is about the Railway safety. A controversy about the jurisdiction of GRP and RPF has been going on for quite some time. Same is the case with regard to the Railways' assets which run into crores of rupees. When the Indian Railways came into being, they obtained from the private railway company assets worth crores of rupees of which the Railways do not have an inventory.

So, for the last eight years, the Government has been dilly-dallying on the utilisation of the assets as well as the jurisdiction of the Railway Protection Force, GRP and the Railway Engineers' Team. Therefore, the passengers travelling by the Railways do not have any safety. It brings a bad name to the Railways. I do hope that the Government will take a quick decision in this regard.

Thank you very much for giving me the time.

[Translation]

PROF. AJIT KUMAR MEHTA (Samastipur) : Mr. Deputy-Speaker, Sir, the Minister of Railways has presented a very balanced rail budget in the House which incorporates and takes care of everybody's expectations. While supporting it, I would like to make a few more points. A 'cleanliness drive' week was celebrated by the Railways last week. But if the arrangement for public conveniences is not made in accordance with the ever increasing number of passengers using the facilities provided at Railway Station, then despite all the awareness about cleanliness, people will jail to maintain cleanliness even if they want to. Hence attention should be paid towards this aspect. It is essential to increase the number of toilets at Railway Stations in view of the increasing number of passengers.

Then there is one more point that Sulabh Shauchalyas (toilets) facility had been provided for people at many a stations where the passengers desirous of using the facility have to pay one rupee or some other fixed price but the passengers not having even that much money will have to answer the call of nature but in that case where would they go ? They would relieve themselves on the Railway platform or Railway track. Even while being aware of the need for cleanliness, passengers are forced to adopt uncleanly practices so much expenditure was incurred on cleanliness drive and if a fraction of that would have been used for Sulabh Shauchalya (toilet) facility, there would be no need for imposing any charges for using that facility.

I would also like to draw your attention towards some problems being faced in my constituency. Under the Samastipur and Sonpur Division of North-Eastern Railways, Dalsingrai Station is the next major station following Samastipur Station. It should have been a big station but it has not been modernised and beautified as yet. There is one more problem that approach to this Railway Station is very narrow because of which passengers feel inconvenience in reaching there. I request that the station should be shifted from its present location and it should be re-located near the godown which will be more convenient for the passengers. I hope that work regarding modernisation and beautification and re-location of the station closer to the godown would be taken up.

I would like to draw the attention of Hon'ble Minister towards one more aspect. The Railway land is lying unused near the Dalsing Sarai Railway Station. It is not likely to be used for any purpose in near future also. Hence I request that in view of the needs of residents of Dalsing Sarai, the land should be given to small shopkeepers on lease and it could be got vacated whenever the Ministry of Railways requires it.

MR. DEPUTY-SPEAKER : You are following the speed of a goods train.

PROF. AJIT KUMAR MEHTA : Mr. Deputy-Speaker, Sir, I shall conclude within two minutes. The demand for changing the nomenclature of two stations of my constituency viz. Vidyapati Nagar and Narhan is being made since long. Vidyapati Nagar is such a place where the great poet of Mithila, Vidyapati attained Nirvana, hence this station should be known as Vidyapati Dhaam. Narhen Station is located at village Singia and it should be renamed as Singiaghata.

Mr. Deputy-Speaker, Sir, the Kamala-ganga Inter-city Express train running from Darbhanga to Patna should have a stoppage at Ujiarpur and Najirganj because no other train is as convenient as this one for travelling upto Patna. Besides Vaishali Express used to halt at Dalsing Sarai earlier however this stoppage has been withdrawn now. I request that the train should have a stoppage at this station as before.

Mr. Deputy-Speaker, Sir, seasoned mangoes used to be sent from Pusa Road Station but new inconvenience is being felt due to lack of wagons. I request that more wagons should be provided. Hon'ble Minister of Railways had made an announcement while laying the foundation stone of Samastipur Diesel Shed that a coach factory will be set up in Hajipur, we had given an assurance that this much land would be provided in Samastipur. Hence I request that coach factory should be set up in Samastipur.

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : Mr. Deputy-Speaker, Sir, whenever discussion takes place on the Rail budget in this House, several Members thank the Minister of Railways and he gets tired listening to all the Members. But I am in such a position that I am not permitted by my party to go to the well of the House and I also feel unable to express my gratitude whole-heartedly.

Mr. Deputy-Speaker, Sir I would like to draw the attention of the Minister of Railways towards the Common Minimum Programme drawn up by the Government wherein a mention has been made about the backward areas. You have started work in North-East areas and several projects are under-way in Bihar. I am not against any of them, you are trying to get a lot of work done in Hajipur for which I thank you but there is a backward area in West Bengal known as Murshidabad where there is no industry and where the Railway Service is not better either...

SHRI RAM VILAS PASWAN : We are taking it up.

SHRI SYED MASUDAL HOSSAIN : Please rise and announce it.

SHRI RAM VILAS PASWAN : I have already said it.

SHRI SYED MASUDAL HOSSAIN : Mr. Deputy-Speaker, Sir, is that case I'll sit down. As Hon. Minister of Railways has given an assurance, I conclude my speech and am resuming my seat. Thank you.

PROJ. P.J. KURIEN : Mr. Deputy-Speaker, Sir, please allow me to speak for two minutes.

MR. DEPUTY-SPEAKER : No, I'll have to allow the Members of all the parties in that case.

PROF. P.J. KURIEN : I'll take only five minutes.

MR. DEPUTY-SPEAKER : No, this is not possible. In that case, I'll have to allow the Member of each and every party.

PROF. P.J. KURIEN : You could adjust it against the time allowed to the representative of my party, Shri S.M. Deo...*(Interruptions)*

SHRI SUNDER LAL PATWA (Chhindwara) : If Paswanji and Mr. Deputy-Speaker allows me to speak, I'll take only two minutes...*(Interruptions)*

PROF. P.J. KURIEN : Kindly, allow me to speak. I'll make my speech in Hindi...*(Interruptions)* I'll put my point in national language. Please allot same time for me. This would be my maiden speech in the national language.

MR. DEPUTY-SPEAKER : Please listen to the Hon. Minister first.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, I have a request for you. Last time when rail budget was presented here, I spoke on policy matters for one and half hour to approximately two hours. At that time I had told the Hon. Members of Parliament that so far as the projects are concerned, the next time the House meets and the Standing Committee has discussed the matter, I shall give detailed information about the projects, I have written a letter to Hon. Members of Parliament and I wish to give detailed information regarding projects of each state. Hence my submission is that it is quarter to three now and from 3.30 onwards, the Private Member's Bills would be taken up. If was decided yesterday that the Minister would give a reply from 2 p.m. onwards. I have no objections whatsoever but I would like to say that if the time allotted for me is restricted, I won't be able to do justice to the matter in hand and besides I won't be able to do justice to the points raised by Hon. Members of Parliament. You may give as much time to Hon. Members of Parliament as you wish and allow them to express their views until 3.30 p.m. If you so allow, I shall give my reply on Monday. I want to give detailed information regarding projects of each state. Last time also I faced this difficulty and I could not clear my positions some Members felt that their names were left out and a pandemonium was created also. Now whatever you may decide, I'll abide by your decision.

MR. DEPUTY-SPEAKER : The Hon. Minister could start giving his reply now otherwise you should be prepared to sit after 6 O'clock. We have to wind this up today itself.

SEVERAL HON. MEMBERS : You may allow him to give his reply now.

MR. DEPUTY-SPEAKER : All right.

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker, Sir, as I have said just now, last year I had dwelt at length on the policy matter, therefore, I would not like to waste the time of the House by repeating those things again. Our colleague Shri Ram Naik has raised the matter of Standing Committee in respect of which I would say that it is a highly esteemed committee set-up by the Hon. speaker which conducts study of every Ministry. The first point made *inter alia* by the Standing Committee in their reports pertains to the lack of system and inadequate organizational set-up due to which survey work is not being completed in time—whereas the fact is that conducting surveys are prequisite before implementation of any railway project. It is the foremost requirement of the railways before implementation of any of their projects. This is true that so many demands are coming to us but it is the duty of every hon'ble member to see as to how much justified their demands are and whether they are useful or not. Whenever the Railway Budget is presented, they demand

that this much and that much should be added to this provision or that provision. But before making any such demand they should scrutinise them very well which is their moral responsibility.

It is also true that we do not have adequate infrastructure to meet the demands of various surveys and it requires to be strengthened. We are feeling this lack of strength and I am sure enough that to some extent, I have increased it which has given us some impetus. I assure you further that we will strengthen it so that survey work is completed within a fixed time-bound. If it is scheduled to be completed within three or six months, it must be completed within that time and not more than that. They have raised the G.R.P. issue also and said that talks in this regard should be held at the level of Prime Minister also. I would like to let him know that we have held talks with D.G.Ps. and the chief of the R.P.F. Our meeting concluded just three days ago. We called the D.G.Ps. of every such areas where these incidents have taken place and held a meeting with them which was attended by the Home Minister as well. I am sure it will give us good results. We have decided to install close circuit T.V. sets at every important railway stations. There are 60 per cent professional criminals but there are also criminals who remain on the fence and strike only when they got the right opportunity to do so. I am sure enough that it will have its effect on the people. If we make monitoring arrangements at these stations, we can observe the movement of people as to who are standing in line and who have come to buy tickets again and who are the people professing the job of pickpocketing at these railway stations. We are very serious about of putting-up close circuit T.V. sets at railway stations and we are trying our level best to get this facility available at, at least, is to 20 important railway stations by the 30th of this month itself. It will certainly bring down the number of incidents currently taking place. We will extend this facility to some other stations also. Further, there are trains, except Rajdhani Exp., having bogies not interconnected. In Rajdhani Express, you can move into other bogies since these are interconnected but it is not the case in other trains. And for these trains, earlier we were thinking to provide wireless sets but that will involve a heavy expenditure which is beyond the capacity of railways. Therefore, we have proposed to introduce 'walkie-talkie' system in these trains. Under this system, the driver, the guard and the G.R.P. official each will have one set of 'walkie-talkie' and the Police Force Inside the train will also have one set of 'walkie-talkie' so that they can communicate with each and in case any untoward incidents, they can communicate with each other about the same and take prompt action.

These were certain decisions we took in the last days.

Further the Standing Committee have also questioned as to what are the criterion laid down for giving the definition of a backward region. It is correct that last time I have said that Railways are not merely a profit making organization rather, it is also an organization working for welfare of the people, particularly of backward class. From that point of view, we should by railway tracks in backward areas also but to identify the backward areas and define them clearly, we are doing some paper work. We will also lay down clearly as to what should be our criterian for declaring a region as backward. So far we have been taking our decisions on the basis of identification of the backward regions or backward states by the Planning Commission and Finance Commission. But we too want that certain norms be laid down to define the backward areas clearly. I also demand from the Government of India to provide same facilities to the Railway Board. Which are available for the backward areas.

Whenever we think of introducing a new train in any backward area, we presume that we will incur losses therefrom because certain concessions have to be given as are being provided to the Railways in the North-East areas. Now how can we make good that loss? I have been in this regard that we have drafted a paper to be submitted to Government of India and we are hopeful that they would give their sympathetic and kind consideration to that paper.

SHRI SYED MASUDAL HOSSAIN : Whether you will consider no industry districts as backward area?

SHRI RAM VILAS PASWAN : Mr. Dy. Speaker Sir, the Standing Committee have said that we have included certain projects in our budget without the approval of Planning Commission or Expanded Board on CCEA. For your kind information I would like to tell you for your information that earlier in 1992 the Railway Board itself used to decide as to which are the areas where Railway lines are to be laid. But after 92-93 a system was introduced under which clearance of Planning Commission or CCEA became necessary. Because of this now we are faced with two difficulties. One is that we have included certain projects because they were raised more than two years ago in this August House and this House is Supreme. The issue of Lalitpur-Singruli line has been raised, and the issue of Dausa-Ganga Nagar line has been raised by Shri Rajesh Pilot who is not present here because it was included in the Railway Budget two years ago. Likewise Girija Vyas has also raised the issue of Ajmer-Chittaur-Udaipur Line and it was also included in the Budget two years ago. My point that several such projects were included in the Railway Budget but they could not be cleared by the CCEA.

Since the time I have become the Railway Minister, inspite of all hurdles, I have managed to get a few projects cleared. The rule is that even if a project is passed by the Parliament, its work cannot be undertaken in the hards unless it has got the approval of CCEA or Cabinet. After a project is passed in the parliament, the pressure starts mounting on Cabinet and Railway Board to clear then soon so that the same can be implemented at the earliest. This many of the projects included in the Budget have so far not been cleared by the CCEA or Railway Board. There are two ruler in this respect. One relates to the Planning Commission who gives their report in respect of every project. Likewise, there is Expanded Board which is not under the railways but is government by the secretary (Expenditure) and some other officials of other department. When a project is cleared by this Board, it comes before the cabinet.

As I have already said that if you make some hard and fast rules, I have no objection thereto but unless the people sitting in the Expanded Board and Planning Commission do not cooperate with us, we cannot make the railways as a public-welfare organization. We can promote the railways in the backward areas. As of now we do not get the required support from the Board and the Commission with the result that whatever proposals, pertaining to the backward areas, we do send to the Planning Commission, 90 per cent of them are returned with negative report. Our colleague Shri Taslimuddin Saheb has raised the issue of Arariya-Galgaliya line, over which he often quarrels...*(Interruptions)*

SHRI ILIYAS AZMI (Shahabad) : Whether the officials are supreme to even Parliament ?

SHRI RAM VILAS PASWAN : That is correct and I support it. This has been said by the standing committee also that before passing a project in the parliament, obtaining the clearance of Expanded Board and CCEA is necessary. And if we follow this process I do not think that we will be able to submit any project any year before Parliament. I have to say this much only. Ramesh Chennitalla is sitting over here...*(Interruptions)*

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Since there are so many hurdles in your way, what way out or measures have you evolved to remove them ?

MR. DEPUTY-SPEAKER : Please sit down, let him continue.

SHRI RAM VILAS PASWAN : Probably you were not in the House yesterday that is why you are talking like that. Yesterday Shri Ram Naikji has said at the very beginning of his speech that the budgetary matter of every Ministry is sent to the standing committee and I want to

know from the Railway Minister as to what is the report of the standing committee in respect of the budget of the Ministry of Railways? The members of the Standing Committee are none else than the member of this House. They are the M.Ps. Therefore the report of the standing committee is wholeheartedly acceptable to us. Shri Basudeb Acharia is the chairman of the standing committee on Railways and his report is acceptable to me wholeheartedly. But if I go by the report of the standing committee, it will never be possible to implement your Damodar-Bankura railway line project. I am making it very clear. I am talking about everyone. Uma Bharatiji and Ganga Charan Rajput are sitting here. If not follow the report, Lalitpur-Singruli line, which is in tribe area, will never be completed. Patwa Saheb is sitting here. No railway lines will ever be possible in his tribal areas. That is why I urge upon you people that the Parliament is the supreme and the member of this House are the strong men of their respective constituencies, therefore, give the power to Parliament and exonerate the CCEA, Planning Commission and Expended Board. The parliament is supreme therefore when it passes a budget, it is passed with much accountability. I agree that under the rule, you can start the work unless and until the project has been cleared by the CCEA.

Just now Shri K.P. Singh Deo was saying that motion regarding Kumarghat-Agartala project was passed by the Parliament, long ago but it could not be inaugurated till it was recently cleared by the CCEA. Therefore, in principle, report of the standing committee is very good.

SHRI RAM NAIK : What I wanted to submit was that before passing a project, prior preparation is very necessary because the work provide would not be started even after five to six years. Only announcements are made here and those are never implemented, which comes frustration among the people. If implementation of a project requires any permission, it should be obtained in advance only then annoucement should be made everytime. The project is included in the Budget announcement is also made everytime but no money is spent thereon. Therefore financial discipline is very necessary to regulate these things.

14.57 hrs.

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

SHRI RAM VILAS PASWAN : I have also said that it would be better in case we are given prior-clearance but standing committee have made reservation in this respect in its report and has said that projects have been included in the Budget with getting clearance from Planning

Commission, Expanded Board and C.C.E.A. In this context I would like to tell the hon'ble members the projects should included in the Budget only after getting the required approval. Further, let me know as to how many projects, out of the projects placed before you, are not viable you are chairman of this committee and therefore they should be excluded from the Budget. But I do not think that there would be any such projects, for every project belongs to the constituency of a certain member and I think for him that project assumes much significance. For example, if we are going to introduce a train between Ahmedabad and Delhi, it could be very important for all of us but for a citizen living in a remote rural area, somewhat in the terrai of Nepal, introduction of this train has got no meaning. It would be only a local train which can serve his purpose very well and not a train running between Ahmedabad and Delhi. Likewise for a person, living in Kumarghat and Agartalla, a train running only between these two places is important and not a train running between Mumbai and Delhi. They have get nothing to do with Delhi or Mumbai. The important thing for him is that how to reach Agartalla from Kumarghat. For this, if prlor approval of the Planning Commision of CCEA is made necessary then also I have no objection thereto but this way I do not know as to how many projects we will be able to introduce in the Parliament. In such a position, you would start saying that announcements are made by the Minister but they are not executed by the officers. Like Shri Iliyas Azmi was saying that the Railway Minister makes announcements but the same are not implemented by bureaucracy. In such a situation how many projects will be taken up, this I leave for your consideration but neither I do want to make any objections on the recommendations made by the Standing Committe nor I want to add any new thing in that respect...*(Interruptions)*

[English]

15.00 hrs.

PROF. P.J. KURIEN (Mavelikara) : Mr. Minister, does it mean that those lines which have been approved by the Parliament would not be taken up if they are not approved by the Planning Commission and the CCEA?

SHRI RAM VILAS PASWAN : They will not be taken up. But the CCEA has got the right to pass over the report of the Planning Commission and the expanded Board. Once you go according to the Planning Commission, the expanded Board and the CCEA also, then I do not think that even one per cent of projects would be cleared.

PROF. P.J. KURIEN : You are right, and we all agree on it. Suppose, the Planning Commission has not recommended those lines which have been approved by

the Parliament, I hope, you will take it up with the CCEA and get it approved.

SHRI RAM VILAS PASWAN : Yes. In most of the cases, it is done like that.

PROF. P.J. KURIEN : Then, it is okay, WI all support you.

[Translation]

SHRI RAM VILAS PASWAN : Madam Chairman, Sir, I said that...*(Interruptions)* Since Shri Ram Naik has hurted such a bomb on me that it took hours in replying to his question. Just he has said about Mumbai and Maharashtra that attitude of the Railway Minister and Ministry of Railways is...*(Interruptions)*

SHRI RAMESH CHENNITHALA (Kottayam) : Before going to specific issue, let us take up general issue. For example, the recruitment conducted in the railways...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : On the previous occasion, I had spent one-and-a-half hour only on policy issues. At that time, I also said that, next time, I would talk about other things. I know that you are more interested in the Kottayam-Sabarimala railway line than in general issues. Am I right ? If I speak for one hour on general issues and if I do not speak about Kottayam-Sabarimala railway line, I do not think that you will be satisfied. Why do you not come straight to the point ?

[Translation]

Madam, Chairperson, just now Shri Ram Naik and Topdar Ji Has accused the railway for negligence of Rs. 3500 crores received from the World Bank for the development of Mumbai. They said that due to the negligence of the railways, funds did not reach them. I think this is not correct. Shri Ram Naik Ji has held talks with the chairman of the Railway Board also and he has been apprised of the situation. Everything has been explained to him. We have also got the entire documents. If you the Members of Parliament from Maharashtra like Topdar Ji, Rawale Ji and youself may come to me. I would like to hold detailed discussion. So far as the money from World Bank is concerned I would say that when the state government approached the World Bank seeking financial assistance for their second project, MUTP—Phase-II after 1984—the year when Phase-I project, which pertained only to the road transport, had started—they were told by the World Bank that they would not give loan only for development of roads. They said that there must be an integrated approach road for railways. Only then they would provide money. The state government then and there

accepted this condition and held urgent talks with the then Railway Minister. Three decisions were taken therein. The first decision was that half of the expenditure likely to incur on the MUTP will be borne by the state and rest half by the centre. Though so far railways have not given more than one-third. We have given one third for MUTP in Maharashtra and the rest two-third by the state government. Out of 1 crore and 10 lakh passengers travelling in trains in the entire India, 55 lakh passengers do travel in sub-urban Mumbai alone. Not only from this point of view, Mumbai assumes greater importance from other point of views also. It has its our pride and glory which is why I said that let us share the expenditure fifty-fifty.

Further it was decided that we can commercially exploit the fifty percent share of the railways which means that we can spend this amount one-third on suburban project, one-third on railway's development in Maharashtra and one-third thereof any project anywhere in India. It was also decided that whatever be the loss, will be met by the state government by largely levy. The state government also said if railways think it proper then they can get loan from World Bank. This request was made to the World Bank by the state government in 1994.

There are ten projects in MUTP, Phase-II. I will not waste the time of this House by reading out names. But there are ten projects. In 1993-94, Rs. 1,526 crores were estimated to be spent on the projects. In 1995, the World Bank gave 30 Lakhs Dollars and asked the Railways to provide them facilities for International consultancy to conduct their studies and in March 1996, consultancy was given by Railway Board on the basis of World Bank approval. Four areas were included in that consultancy first, related to improvisation of core design second, to change the DC into AC. Third, pertain to the Computer Stimulation Study and the fourth, was the study of institutional changes which includes formation of Zones, Corporation etc. The report of the study of institutional changes was not prepared solely by us rather it was based on the approval of World Bank and it came to us only in April 1997. There were three main recommendations—

- (1) formation of Mumbai Rail Development Corporation;
- (2) MUTP will implement the phase II projects;
- (3) Operation, Maintenance, Construction or financial implications will also be looked into by the corporation itself.

Except for the conditions of operation and maintenance but by the World Bank, the Railway Board agreed into with all other requirements.

The draft report which was prepared in March was sent by us on the 25th March, 1997. On the 17th April, 1997 talks were held between the Principal Secretary of the state government and the representative of the Railway Board. The representative of Maharashtra Government also agreed to these proposals. We have got the letter of Maharashtra Government wherein it is written that

[English]

"Even the Railway Board, in its meeting on 12th March had initiated positive steps for resolving the long pending issues."

[Translation]

After that a line of action was formulated by both of them. The railways explained their position in writing to the World Bank on 25th March whereas the government of Maharashtra sent the same to the World Bank probably on the 10th April. The Railways did not get any reply so far from the World Bank. But at the same time, the World Bank has said that it does not mean that they have closed their doors for India.

SHRI RAM NAIK : You need do not give any more explanations. In their letter, Dt. 28 March, they have written that

[English]

"The Bank is left with no option but to drop the project in its present form from the current pending programmes."

[Translation]

In view of this I would like you to let us know as to what measures you are going to take to get the loan sanctioned. I want this much only from you.

SHRI RAM VILAS PASWAN : I am also one of these who want to get the loan sanctioned. But if the World Bank wants to play with our interests by exerting pressure on us and imposing this or that conditions in order to get their conditions accepted by us then the Indian Railways are not going to surrender before them we know that they would give loan to us but if they want us to run the railways according to their whims, then it is not going to happen at any cost. Shri Upendra Ji also sitting here. Further I would like to tell you that even without the help of the World Bank and the state government, we have started 4 projects out of the ten. We are waiting neither for their help nor for their advice. Kurla-Thane, fifth and sixth line, was planned in their consultation but we have started it. The fifth and sixth line, between Santacruz and Borivali, the conversion of DC into AC, this all were conditioned and all were to be started with their assistance. But we have

started them without waiting for their assistance. We are also increasing the number of bogies from 9 to 12 and decreasing the signal distance. But still I am taking the whole report into account. I do not claim that my knowledge in respect of railways in Maharashtra is equivalent to that of Sarpotdar Ji or Rawale Ji. I am not that much familiar with the condition in Maharashtra as these people are—but I assure you that we will take only those decisions which are in the interest of the nation, Maharashtra and the Railways as well. We should sit together and reach a unanimous decision. Whatever will be the best course, certainly I will follow that but, right now, the ball is not in my court. The ball is in the court of World Bank. They have to give their decision on it. I will not blame the State Government for they too have got positive line.

Now I want to dwell on our projects. To every hon'ble Member, I have...*(Interruptions)*

SHRI MOHAN RAWALE (Mumbai South-Central) : We have asked for an independent Board.

SHRI RAM VILAS PASWAN : That I have accepted and I am ready for that. Not only this, I have also met your demand for setting-up of a corporation. We have also decided as to what would be the area of this corporation.

Now I have to tell you about the projects which were to inform you either through statewise or through letters. It was my best endeavour to let the hon'ble Members know about their respective projects but in case if any project, told by me in my Budget speech, has been left out, the members should not feel worried about that. Like Ram Bahadur Ji has said about Maharaigang-Gharonda project. I have mentioned about it in my speech and it has also been appended therein and everywhere but in case due to any reason if it has not been informed in writing, he should not feel worried. He should not take it otherwise.

The first line in Andhra Pradesh...*(Interruptions)*

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : Begin it from U.P.

SHRI RAM VILAS PASWAN : Not like this, let us start it in alphabetical orders. When you sit in the cabinet...*(Interruptions)* If you have to go somewhere, I will start it from U.P. itself.

SHRI MULAYAM SINGH YADAV : I have to leave, so, please start it from U.P.

SHRI RAM VILAS PASWAN : Since has to go, I will start it from U.P....*(Interruptions)* I will finish it within ten minutes.

The very first project in Andhra Pradesh belongs to

Pedapalli-Kareemnagar and Kareemnagar-Nizamabad spanning into a distance of 177 km. This project dates back to 1993-94. We are undertaking the work of this project into two phases. In Phase-I we are constructing the railway lines from Pedapalli to Kareemnagar and Phase-II we are taking up the project from Kareemnagar to Nizamabad. A provision of Rs. five crores has been earmarked in this year's Budget for this project but in view of the ideas expressed by the hon'ble Members we are raising this amount to Rs. 10 crore. The ongoing Pedapalli-Kareemnagar project is 47 km. long in distance. The work on this project is expected to be completed by 1999. The terminating point for Kareemnagar-Nizamabad is being assessed. The survey work for Nizamabad-Adilabad project is underway.

SHRI YELLAIAH NANDI (Siddipet) : I want to remind you that issue of Sangareddy to Peddapalli is pending for the last 15 years.

[English]

MR. CHAIRMAN : Please listen to me. The hon. Minister has to finish his reply by 3.30 p.m. If you go on asking clarification, how will be finish it ?

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : We are conducting survey in respect of underconsideration proposals. Extended survey has been submitted and these projects belong to 1993-94. I am speaking about 1994-95 projects.

Further, Nandyal-Yerungutala is a new line. This project belongs to the year 1996-97. This is a 126 km. long railway line. It was approved by the CCEA in 1996. The termination point is being finalised for this project. A provision of Rs. five core has been made for this project in this year's Budget. So far the completion time of this project has not been finally targetted. Dharmavaram-Penugonda-Puttapatti is a new railway line. It has been included in 1997-98 Budget. After presentation of this Budget and getting necessary clearance, we will start work on this project.

Like-wise the work of gauge conversion is there. There is a Mudikhed-Adilabad project which dates back to 1984-85. This is to be done under BOLT scheme. This railway line links Manmad with Adilabad via Mudikhed. The conversion work between Manmad and Mudikhed has been completed. The work between Mudikhed and Adilabad is expected to be completed by 1998. Its total length is 162 km. and the total estimated cost likely to incur on it is Rs. 111 crores. Out of these Rs. 104 crore is to be given by

the BOLT and the rest 7 crore is to be given by the Railways. Guntur-Guntakul and Guntakul-Kullur is a big project which is 458 km. long in distance. It goes to Kullur via Guntur-Nandyal. Guntur-Nandyal project 274 km. long which has been completed and the trains are running on this line. Nandyal to Guntakul is a big project which is 136 km. long and has been completed by March, 1997. Now we are going to start work on the project between Guntakul and Kullur for which adequate provision has been made in the Budget. This project is likely to be completed by December, 1998. We have allocated Rs. 35 crores for this project in 1997-98 Budget. The Tirupati project from Kalpadi to Pakala was started in 1993-94. This project is 104 km. long. So far we have spent Rs. five crore on this project. This line we have given Rs. 15 crore for this project. This is to be completed by 1998-99. Further there is another line from Sikandrabad to Dronachalam and Sikandrabad to Bolaram. This line goes to Bolaram via Mahboobnagar-Sikandrabad. The line between Mahboobnagar and Dronachalam is expected to be completed by December, 1997. This year we have earmarked Rs. 53 crores for this project. This line has been completed between Mahboobnagar and Sikandrabad-Bolaram. The trains are now running on this line. There is Sikandrabad-Mudikhed-Janakpet project which is 249 km. long. We have included in 1997-98 Budget. We will start work on this project often getting the necessary clearance. The total cost likely to incur on it is Rs. 283 crores.

Nanpada-Gunpur project is 90 km. long. This project has been included in 1997-98 Budget. Work will commence on this project after we have got the necessary clearance. We are undertaking this work in two phases between Solapur and Gadag. First phase will cover the work between Bijapur and Hotagi which is to be completed by December 1997. In phase-II we will undertake the work between Bijapur and Gadag which is likely to be completed by the year 1998-99. We are inviting tenders in this regard.

For this project we have provided Rs. 31 crores in 1997-98 Budget. We will start work on Satyanarayanpur project which will benefit not only Satyanarayanpur but also Vijayawada.

15.20 hrs.

[MR SPEAKER in the Chair]

Vijayawada-Krishna is the third railway line conversion project. This project had been approved in 1996-97 and would be completed by 31st December, 1999. Fund is no problem for this project. This is five km. long project. Total estimated cost of this project comes around Rs. 23.5 crore and a provision of Rs. one crore has been made for it during 1997-98. It is likely to be completed very soon.

Vikarabad-Tandur project has been approved in 1997-98. This is a 41 km. long project which is likely to be completed by 31st December, 1998. The total cost likely to be incurred on it is Rs. 71.8 crores and Rs. two crore for 1997-98. So far we have spent Rs. 62 crore. Gudur-Renigunta project has been approved in 1997-98.

This rail line is 83 km. long and an expenditure of Rs. 138 crore is likely to be incurred on this project. The work is likely to be taken up on this project once we have got the necessary clearance. Vijayawada-Visakhapatnam-Sambhalpur-Kakinara project was approved in 1982-83. This is a 386 km. long project. This project has already completed in March, 1997.

[English]

Already completed...*(Interruption)*

[Translation]

SHRI P. UPENDRA (Vijayawada) : Tell us something about Andhra Pradesh.

SHRI RAM VILAS PASWAN : I am coming to that. You people had withdrawn your support for nearly a month as a result of which all the works held-up. You people say that I do not come...*(Interruptions)* I had made a promise with regard the Nanjanpur-Vijayawada project in this House itself. I have also accepted your demand of doubling of Nalapandu-B.B. Nagar Thand rail line and have asked to conduct the survey of this railway line. We will also take-up the work relating to remoulding of Vijayawada railway yard. At the same time we will remove railway lines in Satyanarayanpuram area of Vijayawada. The hon. Members from Andhra Pradesh must be knowing that in my Budget Speech I had made certain announcement in respect of introduction of some new trains which were—Sikandrabad-Nizammudin Rajdhani Express, Vishakapatnam-Nizammudin Swarn Jayanti Express via Vijayawada (twice in a week) and Madras Intercity Express, which I had announced at last. In view of the demands of hon. Members and also keeping in view the available resources with Railways, I have proposed to introduce the following additional railway services—

Extension of Guntur-Nandyal-Amarawati Exp. upto Vasco, Extension of Guntur-Nandyal Passenger train upto Hubli and Extension of Tirupati-Kondupuram Passenger Train upto Ghazipatari...*(Interruptions)* I am telling what has been done. You will simply to say that I am making only announcements and work will never start thereon...*(Interruptions)* Now I will dwell on projects in Assam.

[English]

SHRI RAM NAIK : He has been addressing them and not you.

MR. SPEAKER : Since he is about to speak Assam, I am here in the chair.

[*Translation*]

SHRI RAM VILAS PASWAN : The work on Jogighopa-Guwahati project was undertaken during 1983-84 and the estimate cost of this project is around Rs. 635 crore. Its length is 142 km. long. A sum of Rs. 390 crores has already been spent upto 31-3-97 on this project. We have made a provision of Rs. 45 crores in 1997-98 Budget. The targetted and expected completion time of this project of laying rail line between Jogighopa and Gwalpada, is December 1997. We will be completing the work between Bolpara and Guwahati by December, 1998. As a bridge is being constructed over the river Brahmaputra, the project is running slightly behind the schedule. Duhnoi-Deepa project was approved in 1992-93. Its total length is 15.5 km. and the estimated cost thereof is Rs. 22 crores. We have already spent Rs. three crores upto 31-3-97 on this project. There is no scarcity of Fund for this project.

The greatest problem with no is that we are facing difficulties in acquiring the required land. Sir, I would request you also to give us land as soon as possible and soon after acquiring the land we will start our work on these projects. We will complete these projects within a couple of years. Acquisition of land is our greatest problem in North-East. Fund is no scarcity for Assm.

Kumarghat-Agartalla project was approved in 1996-97. After that the CCEA also gave their clearance. Its total length in 119 km. and its cost is around Rs. 575 crores. So far we have spent Rs. one crore. We have provided Rs. 10 crores for this project in this year's Budget. Harmooti-Itanagar rail line project was included in 1996-97 Budget. Its total length is 33 km. and the estimated cost is Rs. 156 crores. So far we have spent only Rs. one lakh thereon. It has been given the necessary clearance. In 1997-98, Budget we have made a provision of Rs. 10 crores. We are conducting the final location survey. I want that the hon. Members and representing that area should make their all out efforts to see that this amount of Rs. 10 crores is fully utilized.

On the same line, we have included Deefoo-Karong project in 1997-98 Budget. It will cover a distance of 123 km. with cost of Rs. 800 crores and the provision made so far for it is of Rs. one lakh. It has not got the clearance of CCEA. For your kind information, I would like to tell you that we are conducting the survey from Karong to Imphal also. Principally, we have decided to lay rail track from Karong to Imphal also.

Following are the informations regarding gauge conversion. The gauge conversion of Lamding-Dibrugarh

railway line was and approved way back in 1993-94. Its total length is 628 km. and the total cost is Rs. 552 crores. I am pleased to inform you that its targetted completion time was 31-3-97 and we have completed it by 31-3-97 itself. Likewise we have also completed in time the work on Tinsukia-Lekhapani branch line. Work is underway on Simalgudi to Mornahat line. We will complete it by December, 1997. Survey order has been given for Moranahat-Dibrugarh rail line. Further work is continue on Farkating-Jorhat Mariyani loop line which is targetted to be completed by December, 1997. For loop line, which is main project, we have earmarked Rs. 165 crores and Rs. 155 crores respectively, which, in my view, is a sufficient amount. Likewise we have approved Lamding-Silchar rail line project is 1997-98. Its length in 198 km. and estimated cost is Rs. 648 crores. So far we have spent Rs. 6 crores on it. In 1997-98 Budget, we have made a provision of Rs. 34 crores for this project. 276 km. long New Jalpaiguri-Bongaigaon project awaits the C.C.E.A. clearance. It has also been included in 1997-98 Budget. But we have earmarked Rs. 20 crores for it in this years Budget. Bogiwill Bridge project has been approved in 1997-98. We have inaugurated this 46 km. long project. The then Prime Minister had also attended the inaugural function. In this year, 1997-98, we have earmarked Rs. 15 crores for this project. A railway line from Siliguri to Golkhola was laid long back which was completely washed away in the flood of 1950. There is a longstanding demand of the people to reconstruct it. I have given orders for conducting survey for this project. On the insistence of the State Government this survey has been extended upto Gangtok via Sigdam where an industrial township is upcoming. The survey is expected to be completed this year itself and we will take further action it soon after submission of the survey report.

As hon. Members from Assam know, after conversion of the railway line from Lamding to Tinsukia-Dibrugarh line, we will be providing some railway facilities to the passengers on this route. Besides, we will be extending Delhi-Guwahati Rajdhani Exp. upto Dibrugarh weekly. We will also be extending Manglour-Howrah Express, which is weekly, upto Guwahati. In view of the demands of the hon. members and the resources available with us, we are going to introduce the following additional railway services...
(*Interruptions*)

SHRI BHAGWAN SHANKAR RAWAT (Agra) : Sir, its time to take up the Private Member's Bill. Let us first start it and after that we may continue it.

[*English*]

SHRI RAM VILAS PASWAN : Sir, it was decided that I would start my reply at two o'clock...
(*Interruptions*)

[Translation]

SHRI RAJENDRA AGNIHOTRI (Jhansi) : Sir, every Member wants to listen something about his state. The hon. Minister has asked us to write down letters to him... (Interruptions) The hon. Minister is giving information about every state. I, therefore, also want to listen about my state. He should be given at least two hours' time... (Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : O.K. Let us start it after six o'clock... (Interruptions)

[English]

MR. SPEAKER : What should we do now ?

[Translation]

SHRI SYED MASUDAL HOSSAIN (Murshidabad) : We one of the view that should be continued.... (Interruptions)

SHRI DILEEP SINGH BHURIA : Sir, give half-an-hour more.

MR. SPEAKER : But it will not be over in half-an-hour.

[English]

He would not be able to complete it in half-an-hour.

(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : Sir, you may keep it for Monday.

MR. SPEAKER : General Budget is also there.

(Interruptions)

SHRI RAM NAIK : This is true that every hon. member wants to get information about his or her constituency... (Interruptions) Therefore, let us do one thing, suppose it is completed in one hour then, after that, we may continue Private Member's Bill till the end of the day. It would be proper to continue that till the allotted time is over, otherwise its continuity will be disturbed... (Interruptions) I am not opposing it... (Interruptions)

SHRI BHAGWAN SHANKER RAWAT : It has been the practice that we take up the Private Member's Bill only at this very time... (Interruptions)

SHRI RAJENDRA AGNIHOTRI : Sir, we should continue the practice of taking up Private Member's Business... (Interruptions)

[English]

SHRI P. UPENDRA : Sir, I have a suggestion.

The hon. Minister is giving details about the number

of projects which were already included in the Budget. The allocations for them are all known to the hon. Members and so, they need not be repeated. He can only explain whatever he wants to concede now, after the presentation of the Budget, either in continuation of his reply now or at 6 p.m., after the Private Members' Business is over. In the meanwhile, he can work out and delete other details about the length of the railway line, the allocation, etc. which are already there in the Budget document. Let him only highlight whatever he wants to concede now... (Interruptions)

[Translation]

SHRI RAJENDRA AGNIHOTRI : Sir, he has taken 25 minutes in giving details about Andhra Pradesh only and still there remain 16 more districts about whom he has to give information... (Interruptions)

[English]

SHRI P. UPENDRA : For the entire Andhra Pradesh, there are only two new things in the Budget... (Interruptions)

[Translation]

SHRI BRAHAMANAND MANDAL (Monghyr) : Sir, It is not going to conclude in one hour, therefore, it should be listed for Monday... (Interruptions)

[English]

MR. SPEAKER : Okay, hon. Minister may continue now. We can extend the time of the Private Member's Business later on.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, now I would say something about Bihar. The first railway line project in Bihar is Mandarhill, Rampurhat and Dumaka line. It was laid in 1994-95. Its length is 130 km. and we have spent only one crore of Rupees on it till the year 1997.

This time we have made an allocation of Rs. five crore for this project. The work between Sugauli and Narkatiyaganj has been completed by 31-3-97. The work on Narkatiyaganj-Balmokinagar line was to commence in 1994-95. Its length is 50 km. and its estimated cost was about Rs. 36 crores but till 31-3-97 we have spent only Rs. eight crores on it. In this year's budget we have allocated Rs. 25 crores and it is likely to be completed by June, 1998. The construction of railway bridge from Balmiki Nagar to Gorakhpur has been completed and the allocation for the construction of road bridge has been received. The Ministry of Water Resources has contributed 22.53 crores and the Government of Bihar has contributed Rs. 4.5 crores. Work on this project is also going on with fast pace.

The work on Hazipur-Bachhawara project was started in the year 1996-97. Its a 71 km. long project with a budgetary allocation of Rs. 54 crores. It is expected to be completed by December, 1997.

Manasi-Saharasa project was sanctioned in 1996-97. This is 155 km. long. We will be spending a sum of Rs. 210 crores on it. We have spent Rs. 8 crores till 31-3-97. We will be spending Rs. 8 crores more during the year 1997-98.

15.37 hrs.

[SHRIMATI GEETA MUKHERJEE in the Chair]

Khagariya-Samastipur line is 86 km. long. We have allocated Rs. 70 crores for this project. So far no amount has been given out of this amount because it has been included in this year's budget.

The length of Hasanpur-Sakari line is 76 km. and the budgetary allocation of Rs. 15 crores has been made for it.

Kusesar Khagariya project is 44 km. long with the estimated cost of Rs. 78 crores. We have sanctioned Rs. 10 crores for this project.

The length of Giridih-Kurnama new railway line is 105 km. It has been included in this year's budget. It will be terminating at Hatiya via Barkakhana. We will start the work on it after getting the necessary clearance.

The longstanding demand for Aara-Sasaram line has also been included in this year's budget. The work on this project will also start after the necessary clearance.

Muzaffarpur-Sithamarhi project will also start after obtaining the necessary clearance.

The gauge conversion of Ranchi, Lohardanga, Todi was included in the last year's budget. It has been cleared by the CCEA. The work on this project will starts after it is inaugurated.

We have made a provision of Rs. 15 crores in this Budget for construction of a bridge over the river Ganga at Patna. In view of the opinions expressed by the hon. members including Sh. Brahmanand Mandal and all other colleagues, we have decided in principle to construct this bridge at Mungerhat for pilgrims going on Ganga shrine. The work on this project is underway...*(Interruptions)* Likewise of the railway lines between Sonnagar and Mughalsarai is also going on. So far we have spent Rs. 137 crores on it. We have provided Rs. 28 crores for this work.

A sum of Rs. 10 crores have been provided for the

project from Patna to Parsa Bazar. This line will start from Parasa Bazar and terminate at Gaya via Punpun. We are undertaking the doubling work from Karpoori Gram to Siho and this is in Low-priority. Only a sum of Rs. one lakh has been given for this project.

This line from Goilkera to Manoharpur has been included in 1997-98 Budget.

Patratu-Sonnagar route was electrified by March, 1997.

Likewise we have allocated Rs. 3 crores for the work between Guniya-Patratu line which is expected to be completed by December, 1997.

Electrification on Sita-Rampur, Danapur-Moughalsarai route is expected to be completed by March, 1999.

The work on City-Moori-Hatiya-Bona-Monda-Vimalgarh-Kiriburu, Poourulia-Kotshilla projects will be completed by December 1998. We have made an allocation of Rs. 60 crores for these projects.

Chandil-Barkakhara project was included in 1993-94 Budget. Which is likely to be completed by March, 1998.

Mr. Speaker, Sir, our colleagues were making a demand for laying a line from Nirmali to Bhapaliyai. Its length is 15-20 km. For this, we have covered some parts in Nepal also. Survey order for this project has been given. This project will be given approved after the survey is completed and then we will take up this work.

Likewise a demand was raised by the hon. Members and a B.J.P. colleague to allocate money and construct a road overbridge in Saharsa. I would like to tell them that whenever the state government contribute their share, the railways will also allocate their share at once. As a Minister of Railways, I can assure you about it...*(Interruptions)* I have received your letter and the State Government has also sanctioned their share of amount and that has been included in this Budget.

The survey work for Araria-Galgaliyaganj is underway. The Prime Minister had gone there. During his visit he was asked to meet this demand. We will start the work on this project after we have received the survey report. Survey is being conducted for Rajgir-Budh Gaya rail line. A project was also there from Buddh circuit to Valshali via Sugoli. This project is also under survey. Shri Ram Bahadur Singh Ji had made a submission. I want to let him know that an announcement regarding Maharajganj-Gharonda railway line project was made in the last years Budget speech itself. It was said that a railway bus would be introduced there after that line is restored there still that announcement exists. If you have not got a letter in this respect, it is own mistake. I beg pardon for that mistake.

The hon. Members from Bihar much be knowing that I have announced to introduce certain railway passengers facilities in my Budget speech which included the introduction of Ranchi-Delhi Swarn Jayanti Exp. and Katihar-Barouni Link Exp. terminating at Tatanagar. One of our colleagues was saying that Dhanbad-Tatanagar Swarn Rekha Exp. should run daily instead of sex days in a week. A demand to extend Kurla-Mujaffarpur Exp. and Gorakhpur-Darbhanga Exp. upto Jaynagar was also revised. In view of the feelings of the hon. Members but due to scarcity of resources, we have decided to introduce a weekly train between Muzaffarpur and Delhi via Faizabad, Varanasi and Balia. Some of our colleagues and Shri Chandra Shekhar Ji from Balia were saying that since Faizabad is having broadgauge railway line, therefore, superfast trains should be introduced there. I thing this would really boost their morale. Passenger shuttle trains are also to be introduced between Darbhanga and Jaynagar and Sagoli-Narkatiyaganj.

The Gaya-Dehri-on-Sone passenger shuttle service should be extended upto Garudha Road.

The Hon. Members from Gujarat were expressing their anger because of talk of information or may be due to some other reason. I want to make it clear for their information that Kapadgānj-Modasa is the first new rail line which was sanctioned in 1978-79 almost twenty years back. So far two crores of rupees have been spent on this project. Earlier five crores of rupees were earmarked for this but now this amount has been raised understand that in nineteen years... (*Interruption*)

SHRI DINSHA PATEL (Kheda) : Fifteen crores of rupees were to be sanctioned for this project.

SHRI RAM VILAS PASWAN : You see that we have sanctioned ten crores of rupees for such a project which was frozen earlier. Work had been commenced by Railways in 1994-95 after de-freezing this project. it is likely to be completed by the year 1999. The Godhra-Indore-Devas-Maksi project was sanctioned in 1989-90. It's total length is 316 km. and its total cost is Rs. 597 crores. So far 11 crores of rupees have been spent on it. It had been planned to be executed in two phases. The work between Maksi and Devas has been in progress and is likely to be completed by December, 1999. The railway line between Devas to Indore is already existing and work on Indore to Godhra, Maksi-Devas will commence later on.

Bhidi-Viramgam project via Mehsana was approved in 1991-92 and its total length is 157 km. and its estimated cost is Rs. 155 crores. This work is frozen. Only one section of this project i.e., from Viramgam to Mehsana was taken up under Bolt scheme but now it is being started by the Railway. Its total length is 67 km. and 50 crores

of rupees will be spent on this. Two crores of rupees have been sanctioned in 1997-98 budget. The Rajkot-Verawal project belongs to 1994-95 and its total length is 155 km. One hundred crores of rupees are likely to be spent on this project out of which five crores of rupees had been spent on it. We have allowed 13 crores of rupees in this year Budget but this amount will be raised from 13 crore to 20 crores of rupees.

The Gandhidham-Bhuj project pertains to 1995-96 and is total length is 58 km. at the estimated cost of construction of this bill is 42 crores of rupees. It cleared in September, 1996 and 13 crores were put in for expenditure till 31-3-97. Out of which only 3 crores were spent on it. Since there was no expenditure last year so I have decided to enhance the amount from Rs. two crores to Rs. five crores but the earlier amount has not been spent so we want that immediate action be initiated in that direction. The Bankaner-Maiya-Miyana project pertains to 1995-96 and its total length is 90 km. at the estimated cost of Rs. 79 crores. This was also under the 'Bolt' scheme. But it has been decided to get this work done by the Railway and completed this work by December, 1999.

The Surendranagar-Bhawnagar-Dhola-Dhansa-Mahuwa-Pipavaw project was taken up in supplementary Budget. Its total length was 85 km. at the total cost of rupees 337 crores of rupees. The C.C.A. has cleared it. The cost incurred for the construction of railway line between Surendranagar-Dola-Pipavaw will be borne by the Pipavaw authority and between Dola-Palitana will be borne by the Railways. The port authority has offered this amount and this work will be executed like the 'Bolt' scheme. The guage conversion work of Ankleswar-Rajpipla, narrow guage line which was washed away in 1993-94 due to heavy rains, has been included in this Budget and the work has commenced. Likewise, Jhagria-Netran-Kaushamba-Umarpada and the restoration work of Badli to Chota Udaipur, which was rejected earlier, was included in the Budget. The demands, to create entrance at the other end of Badodra Railway Station and also to open a booking office there, were accepted and work on these have been commenced after inclusion of these works in this Budget.

The broad guage conversion works of Khuda Salt Siding from Dharangdhara is to commence in joint partnership of the Salt Department of the Gujarat Government and the Central Government. As soon as an agreement is reached, the work will commence the new survey order include guage conversion from Gandhidham-Palanpur and conversion of narrow-guage into broad-guage. As the Hon. members of Gujarat are aware that more facilities will be extended to the passengers in Delhi-Ahmedabad section after guage conversion on Ajmer-Ahmedabad section. Apart from this a weekly Delhi-Ahmedabad Swarna Jayanti

Rajdhani Express train will also be introduced. A lot of many other features have also been proposed for inclusion in the Budget. This includes increase in the frequency of Surat-Patna Express and Surat-Varanasi Express from 4 days a week to 5 days a week. Keeping in view the demands from the hon. members and the resources of Rail Committee the Verawal-Khijuria Passenger train will be extended upto Dhola and as I have stated eight now, we are visiting Ahmedabad tomorrow on 3-5-97 where a new B.G. rail line will be inaugurated and there after Rajdhani express will be considered. This is an important line on which most of the trains will ply but we shall start this on experiment basis after the inauguration we had promised to introduce a Rajdhani express during the Golden Jubilee celebration on 15th of August. If the hon. members desire we will introduce a few trains earlier...*(Interruptions)*

SHRI DINSHA PATEL : Hon. Minister, members are not at aware of your tomorrow's visit. We haven't received any invitation.

SHRI RAM VILAS PASWAN : I have personally written letters, not only to the hon. Members of Gujarat but to all the hon. Members belonging to areas falling between Gujarat and Delhi and hon. Members from Delhi...*(Interruptions)*

SHRI DINSHA PATEL : We have not been invited.

SHRI RAM VILAS PASWAN : You are cordially invited if you did not get that letter. I am advertising it in newspapers as well since yesterday...*(Interruptions)*

SHRI DINSHA PATEL : You go through the today's newspaper.

SHRI RAM VILAS PASWAN : I am personally inviting you...*(Interruptions)*

In Haryana, a survey work is being undertaken from Rewari to Rohtak for laying new rail lines. Necessary work will be executed after the survey work. Priority is being given to Rewari to Delhi. This work is included in 1995-96 Budget and 59 crores of rupees have been earmarked for the guage conversion of this 83 km. stretch. A provision of five crores of rupees has been made in 1997-98 Budget. Time consuming like these pertaining to soil and bridges etc. have commenced. Guage conversion works will be commenced from Rewari-Sadulpur so that the traffic on metre guage section is not disturbed. Rewari-Sadulpur is included in 1997-98 Budget. Its estimated cost is 110 crores of rupees. Work will commence once the approval is granted. The electrification work from Delhi to Ambala-Ludhiana was included in 1991-92 Budget and 208 crores of rupees earmarked for this purpose. So far 187 crores of rupees have been spent on it. 20 crores of rupees have

been earmarked in 1997-98 Budget. The work between Delhi and Ambala is complete. Train service is operating on this section from December, 1996 and the work between Ambala to Ludhiana sector has also been completed in March, 1997. As such this work is complete.

As per the demand made by several friends, orders have been issued for survey work of Sirsa-Agrola-Fatehabad rail line so the work on this project could move further. Secondly, orders have been issued for the survey of Jakhal-Fatehabad rail line. Hon'ble Members from Haryana know that after guage conversion of Ajmer-Ahmedabad rail line arrangement for some passenger facilities shall be made on Delhi-Ahmedabad section, and it will also benefit the passengers of Haryana. Besides, you had made a declaration in your budget speech that railbus services would also be started on Harswaroop-Farrukhnagar line. Keeping in view the demand of the hon'ble members also demand that Jaipur-Amritsar Express should be run twice a week via Hissar. A passenger shuttle train should be run between Hissar and Sadulpur and Hissar-Jakhal passenger train should be extended upto Dhuri.

SHRI SATYA PAL JAIN (Chandigarh) : So far as Haryana is concerned, you had said that from Chandigarh via Jagadhari...*(Interruptions)*

SHRI RAM VILAS PASWAN : Nangal Dam-Una-Talwara new rail line project in Himachal Pradesh was sanctioned in 1981-82. It is 83 km. long. Its estimated cost has extended upto Rs. 250 crores. Till 1997, Rs. 24.73 crore have been spent on Nangal-Una Section of this project. More than Rs. 200 crore will be expended on Una-Talwara Section. According to the first agreement the State Government had to provide land and also sleepers but as the State Government did not provide land and sleepers, the project was shelved. In July 1996, when I became the Minister, I had talk with the Home Minister and I had urged upon him that keeping in view the problems of backward states like Himachal Pradesh, if the State Government provided land, the Railway would start work. The Chief Minister had agreed and accordingly, we made an announcement about it in the reply to the discussion on the budget 1996-97.

But until now, neither the State Government has provided land nor any concrete action has been taken for acquisition of private land. We have provided Rs. five crore in the budget of 1997-98 for this purpose but I am not sure whether this amount will be spent or not. I, therefore, assure and urge upon the hon'ble Members that they should request the State Government to provide the requisite land so that the work would be started immediately.

[English]

SHRI SAT MAHAJAN (Kangra) : On behalf of the Government, I give an assurance that we will give the land.

[Translation]

SHRI RAM VILAS PASWAN : I request you to give me patient hearing. Such problems crop up when we do not find any cooperation. Kalka-Parwanoo project is a five kilometer long riding. Parwanoo is an industrial area. This project costs Rs. 20 crores. Its survey was got done in 1994 at the expense of Himachal Pradesh Government. Its report had been submitted to the State Government. As per the existing rule, siding work is done through deposit. The willing party gets it done by providing funds. But keeping in view the situation in Himachal Pradesh and the feelings of the hon'ble Members we have decided to undertake this project as a special case and given a proposal to lay new railway line from Kalka to Parwanoo. This proposal has been submitted to the Planning Commission. The project from Bhanupalli to Bilaspur has to be completed with the help of Himachal Pradesh Government, Railway and Cement Manufacturing industry. For this purpose, a new corporation will be set up which will be known as Satluj Valley Railway Corporation. The Chief Secretary of Himachal Pradesh is monitoring this work and 3 meetings have been held so far. The last meeting was held in March 1997. Level structure of the corporation is being made and as soon as it is formed, the work will start. The member have demanded gauge conversion of Pathankot-Joginderpur line via Kangra and laying of new rail line from Jogindernagar to Bilaspur.

SHRI SAT MAHAJAN : This relates to gauge conversion.

SHRI RAM VILAS PASWAN : Yes, the survey work is going on and on the demand of MPs, it has been asked to submit the survey report by July 1997...*(Interruptions)* There is a project in J & K and the total length of Jammu-Udhampur project of 1981-82 is 53 kilometre. Its estimated cost is Rs. 326 crore. As on 31-3-97, Rs. 235 crore have been spent on this project. In 1997-98, Rs. 29 crore have been provided for this project and it is likely to be completed by 31-12-99. Its main reason for the delay is that three bridges and a tunnel is yet to be constructed. For some days, there was the problem of law and order and contractors etc. were forced to pay money. This is also the reason for the delay but we have said that as soon as...*(Interruptions)*

SHRI CHAMAN LAL GUPTA (Udhampur) : In your last budget speech you had stated that this would be completed by December 1997. It was part of your budget speech. I would say that still you won't be able to complete this project by above date.

SHRI RAM VILAS PASWAN : You were with me in Udhampur. You are M.P. from there. You can see that Rs. 235 crores out of Rs. 326 crore have been spent. Three bridges and a tunnel are yet to be constructed. You must get it done soon. We will give you the required amount of money and you should get it done soon. It is in your hands until December 1997 and we are ready for it. It is my duty to provide money...*(Interruptions)* Please listen to what he says that work was not done there. Nobody allowed the contractor to do the work. The contractor was forced to part with money and as a result he left the work incomplete.

SHRI P. NAMGYAL (Ladakh) : Sir, one more point was also raised in this House that Baramula Kajigond...

SHRI RAM VILAS PASWAN : Let this matter be first settled. Why are you raising it now. The total length of Udhampur-Srinagar-Baramula line which was sanctioned in the year 1994-95 is 290 kilometre. We have provided Rs. 75 crore for 1997-98. The papers of land acquisition have been sent to the State Government. We have laid the foundation stone at Udhampur.

16.00 hrs.

Again in May, we will lay the foundation stone at Baramula and Kajigund and will ensure the work is started at all the three places and no hurdles come up in the progress of this work in future.

SHRI CHAMAN LAL GUPTA : I had demanded for constructing double line track, from Jallandhar to Jammu and that was a main project but you have not said anything about the progress in it...*(Interruptions)*

SHRI RAM VILAS PASWAN : It is difficult to remember the names of so many projects. However, the hon'ble Members have demanded a new railway line from Jammu to Pooth via Rajauri. I am very happy to inform the House that we have ordered for survey work on this line and it is going on and priority will be given to it. As soon as the survey report is received, further action will be taken...*(Interruptions)* As regards the point of changing the via of Mandari Hill line, we will consider the issue and see what could be done.

The 65 km. long Kotur-Harihar line in Karnataka was included in the 1995-96 Budget, the cost being Rs. 66 crores. The documents regarding its final location survey and land acquisition are being prepared. Work will start after land acquisition. Thereafter the Munirabad-Mehboobnagar line...*(Interruptions)*

[English]

SHRI K.C. KONDAIAH (Bellary) : When will be Kotturu-Harihar line completed?

SHRI RAM VILAS PASWAN : Once the land is acquired, then we can fix certain date.

SHRI K.C. KONDAIAH : Are the land acquisition papers ready?

SHRI RAM VILAS PASWAN : After the land acquisition, the work will be started. Now the work has not started only because the land has not been acquired.

[Translation]

The work on 222 km. long Munirabad-Mehboobnagar new railway line has been included in the 1997-98 Budget. Its estimated cost is Rs. 388 crores. This work would begin after relevant approval. The 100 km. long Kodur-Chikmaglur railway line was included in the 1996-97 Budget. Its estimated cost is Rs. 157 crores. Cabinet approval for this work has been granted. Documents regarding its final location survey and land acquisition are being prepared. After land acquisition work on this line would begin. The 166 km. long Hassan-Mangalore rail line was included in the 1996-97 Supplementary Budget. Its estimated cost is Rs. 295 crores. Cabinet approval has been obtained for this work. Document are being prepared regarding its final location survey and land acquisition. Work on this line will start after the land is acquired. The 200 km. long Bangalore-Sat-Mangalam rail line was included in the 1997-98 Budget. Its estimated cost is Rs. 225 crores. The 164 km. long Hubli-Ankola rail line has been included in 1996-97 Supplementary Budget. Its estimated cost is Rs. 480 crores. Cabinet approval has been obtained for this work. Work has started regarding final location survey and land acquisition. The work on the 489 km. long Hospet-Hubli-Goa rail line was started in 1992-93. The guage conversion work on this line was completed recently at a cost of Rs. 522 crores. At present trains are running from Hospet to Castle-Rock. Passenger train is running from Castle-Rock to Vasco. And After C.R.S. approval passenger train will run on the remaining portion also.

The work on the 469 km. long Bangalore-Hubli-Berur-Shimoga-Talguppa rail line, was stared in 1992-93. It has been completed at an estimated cost of Rs. 412 crores. The approval for the gauge coversion and material modification has been given for the Shimoga-Talguppa section. And in the coming years, the remaining work would be completed. The work on the 236 km. long Arsikere-Hassan-Mangalore section was included in the 1994-95 Budget. It would be completed at a cost of Rs. 185 crores. The work on Arsikere-Hassan section on this line has been completed and trains are running on this section. The work on the Hassan-Sakleshpur section would be over by June 1997. And the remaining work would be completed by December 1998.

The work on the Yelahanka-Chikballapur and Bangarpet-Kolar rail line was included in the 1994-95 Budget. Its cost has been estimated at Rs. 57 crores. The work on the Yelahanka-Chikballapur section on this line has been completed. And the Bangarpet-Kolar line would be started in May 1997.

[English]

SHRI P. KODANDA RAMAIAH (Chitradurga) : Sir, you are not saying about Chikballapur-Kolar gauge conversion. It is not taken up. The single line is from Bangalore to K.G.F. Two sectors were taken up and the middle sector is left out...*(Interruptions)* About Tumkur-Davanagere line, the survey has been done.

SHRI RAM VILAS PASWAN : Let me complete about all Karnataka projects.

SHRI P. KODANDA RAMAIAH : I will take a minute. New lines are being taken up. There is an old report about Tumkur-Davanagere survey. This is a side line...*(Interruptions)*

SHRI P.R. DASMUNSI (Howrah) : All will be referred to the World Bank...*(Interruptions)*

SHRI P. KODANDA RAMAIAH : Sir, you are going by personalities and not by principles...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : The Mysore-Hassan line was included in the 1995-96 Budget. The estimated cost of 119 km. long line is Rs. 116 crores. The work has been completed on this line from Hassan-Holenarsipur.

The train is running on this track. The work on Holenarsipur to Mysore line will be completed in this year. The gauge conversion work of Mysore-Chamrajnagar line and its extension has been included in the Budget of 1997-98. The total length of this line is 214 km. and its cost is Rs. 175 crore. It is a new project and the work would start on it after due approval.

The Solapur-Gadag line was included in Budget of 1993-94. The gauge conversion work of this 300 km. long line would cost Rs. 208 crore. This work is being undertaken in two phases. In the first phase, the work on Hotagi-Bijapur section would be completed in September 1997 and rest of the work would be completed in 1998.

As regards Bangalore-Kangori-Kabali line, this project was included in the budget of 1995-96. 24 crores rupees would be spent on the doubling of this twelve kilometre long railway line. The work on this line has commenced but some MPs have suggested that it should be extended upto Mysore. The survey work has been started so that

it could be assessed as to where the facilities should be provided for efficient traffic movement.

The Kangeri-Ramnagaram project with an estimated cost of Rs. 45 crore has been included in the Budget of 1997-98. The work on this project will commence after due approval.

The Bangalore City-Krishnarajpuram project has been included in the budget of 1997-98. The estimated cost of this project is around Rs. 85 crores. After due approval, the project work would commence.

The Hospet-Guntkal project had been included in the budget of 1996-97. An expenditure of Rs. 105 crores is estimated to be involved in this 175 kilometre long line.

As regards Whitefield-Kuppan project, the work on this had been initiated in 1993-94. The estimated cost of this project is Rs. 105 crore. Thirty crore rupees have already been spent on it. The first phase of the project i.e. Whitefield-Mailur line is likely to be completed by May, 1997. The remaining work is targeted to be completed during Ninth Five Year Plan.

So far as electrification of Rainigunta-Guntkal-Hospet-Harsasonoor-Ranjitpura is concerned, this project had been included in 1992-93 budget. This project had been sanctioned with an estimated cost of Rs. 177 crore. Its length is 448 kilometre. However, due to shortage of resources the work has not yet been taken up. After the projects in hands are completed, the work on this project would be taken up.

The hon'ble Members from Karnataka are aware that frequency of the Bangalore-Nizamuddin Express has been increased twice a week. In addition to it, I had also announced in my budget speech that new services namely Vasco-Bangalore Express, Bangalore-Nizamuddin Swarn Jayanti Express (via Hubli) and Bangalore-Coimbatore Shatabdi Express would be introduced. In view of the demand of the hon'ble Members, I propose to extend Mangalore-Kuddapura passenger train upto Kanapauna of Konkan Railway.

The Angmali-Shabaramalai project in Kerala has been included in the Budget of 1997-98. An expenditure of Rs. 550 crores is estimated to be incurred on this 116 km. long line. The work would start after giving due approval is accorded. [English] The Standing Committee had stated about C.C.A. clearance. C.C.A., Expenditure Board and all these thing. [Translation] Shri Ramesh Chennithala have been making a demand for only one line i.e. Anganmali-Shabramalua. There is another line. Kottayam to Shabramalua orders for a survey have been issued and the work in this direction would start, thereafter...[Interruptions]

SHRI RAMESH CHENNITHALA (Kottayam) : The survey report has come.

SHRI RAM VILAS PASWAN : Alright. I would like to urge upon the honourable Members that sometimes, there are many routes for a single place. For example, there are three routes for Guruvayur or Shabramalua. One is from Anganmali to Shabramalua. Another route is from Kotayam to Shabramalua. The third is from Punalur to Shabramalua via Erimali...[Interruptions] Shabramalua is a very wonderful place. One should visit that place every year. As regards gauge conversion of Quilon-Tirichandur-Tenkasi, Virudh-nagar, this is a very long railway line. An expenditure of Rs. 280 crore is estimated to be incurred on it. It is a new project and it is still to get approval from C.C.E.A. After its approval, the work on this project would start.

Regarding doubling of Mangalore-Shornur line, this project was included in the budget of 1995-96. An estimated expenditure of Rs. 300 crore is likely to be incurred on the 227 km. long line. Thirty seven crore rupees have already been spent on it. A provision of Rs. 9 crore had been made in the 1997-98 budget for this project. However, on the strong demand of the Hon'ble Members it has been increased to Rs. 50 crore....[Interruptions] You clapped when I made an about the increase of rupees fifty crore but not on rupees 'Pachas' crore.

There are thirty one stations on this section. The doubling work covering four stations with a total length of 29 km. has been completed till June 1997. The whole project work is likely to be completed by 1999. Kuttipuram-Guruvayur project had been accorded approval in 1994-95. It is a 36 km. long line and with a total cost of Rs. 30 crores. A survey is being conducted regarding final location because four routes of this line have come up as a station. First is from Guruvayur to Kuttipuram. The second is from Guruvayur to Tanur and the third is from Guruvayur to Tirur. There are two vias i.e. coastal and hinterland. On the demand of the Hon'ble Members, we have ordered for conducting surveys.

Trivendrum-Quilon project had been included in the 1990-91 budget. An expenditure of Rs. 99 crores had been estimated on this project. Rs. 36 crore have so far been spent on it. A provision of Rs. 2 crore had been made in the budget, which has been increased to Rs. 15 crores after discussions with the hon. Members. This project is programming at a slow place since the process of a acquisition of land by the State Government is also very slow. The work on Trivendrum-Kochivelvi line is likely to be completed by June, 1997 and the remaining target would be fixed after the acquisition of land.

[English]

Once the land is available, within two years that work

would be completed. But it is subject to the availability of land.

[Translation]

As regards electrification of Erode-Palghat-Ernakulam track, this project was sanctioned in the 1992-93 budget. It is a 324 kilometre long line...*(Interruptions)* Had I heard last time, I would have responded in the same manner, but the time is short. This project had been included in 1992-93 budget. Rs. 151 crore were estimated to be spent on this 324 km. long line. The project work till Shornur has been completed. The work from Shornur to Ernakulam is in progress. Further target would be fixed to complete the work as fast as possible. The decision regarding doubling of Ernakulam-Kayankulam railway track has been taken. *[English]* We have decided then *[Translation]* Doubling of Mangalore-Ernakulam railway line is in progress. Besides, doubling of Kayankulam to Trivendrum track is also in progress. Ernakulam-Kayankulam route via Allepy and Kottayam are very busy. Survey has been ordered for both ways. Whatever feasible is there, we will consider that. Priority will be given to survey of Tanur-Ernakulam-Erapalli-Tatiya railway line which will be followed by further necessary action thereon. So far as the demand for doubling of Ernakulam-Kayamkulam railway line is concerned, the hon. Members of Kerala should know that in my Budget speech, I had made announcements in respect of the following passengers' services—Extension of Kochin-Howrah Weekly Express upto Tiruananthpuram and extension of Nizamuddin-Mangalore Mangala Express upto Ernakulam via Konkan Railway. In view of the demands of the hon. members and limited resources of the railways, I propose to introduce the following new extra railway services—Nizamuddin-Ernakulam Weekly Express and a direct train between Kollam-Madurai...*(Interruptions)*

[English]

PROF. P.J. KURIEN (Mavelikara) : Why are you extending it up to Ernakulam only? Why do you not extend it up to Trivendrum?

SHRI RAM VILAS PASWAN : We will try.

PROF. P.J. KURIEN : You please extend it via Kottayam.

SHRI RAM VILAS PASWAN : Please do not put that condition because it will create problem and you all three will stand up.

PROF. P.J. KURIEN : We all agree on it.

SHRI RAM VILAS PASWAN : If you all agree then we do not have any objection. But if somebody objects then we will have to see.

[Translation]

SHRI SHIVRAJ SINGH (Vidisha) : Don't show niggardly attitude in respect of Madhya Pradesh.

SHRI P.J. KURIEN : You did not speak anything about the line in Kerala which is being surveyed. You have given Survey Orders which would be in your file.

SHRI RAM VILAS PASWAN : We have taken a decision thereon. Very soon I am going to dwell on it.

PROF. P.J. KURIEN : I am sitting this side still you forget me.

SHRI RAM VILAS PASWAN : How can I forget you? Guna-Itawah line via Shivpuri-Gwalior-Bhind was sanctioned in 1985-86. It is 348 km. long and so far we have spent a sum of Rs. 170 crores on it. In 1997-98 budget, we have made a provision of Rs. 14 crore for this project which will be increased upto Rs. 20 crores in future. Work on Guna-Khazori and Panihar-Gwalior-Shanichara project has been completed. The work between Panihar-Khajuri will be completed by December, 1998. The gauge conversion work from Shanichara to Bhind and from Bhind to Itawah in underway. The work between Shanichara and Bhind will be completed by December, 1998. Since there are two big bridges to be constructed over Chambal and Yamuna river, the project between Bhind and Itawah will take some more time and it is expected to be completed in the 9th plan. We have decided to include Itawah-Mainpuri project also in the budget and survey orders have been given therefor. The survey report will be submitted to us very soon. Dalli-Rajhara-Jagdalpur Railway line was sanctioned in 1995-96. This is a 135 km. long and its estimated cost is around Rs 360 crores. This project is to be completed with the participation of the Ministry of Steel and the Madhya Pradesh Government. The share of Railways, Madhya Pradesh Government and the Ministry of Steel in this project will be Rs. 128 crores, Rs. 27 crores and 241 crores respectively. So far, the work on this project has not begun for want of necessary clearance to the Ministry of Steel from the Ministry of Environment. However, the Memorandum of understanding has been prepared. Lalitpur-Satana-Deewa-Singrauli project has been included in 1997-98 Budget. Its cost is around Rs. 925 crores and this is 627 km. long line. We will start the work on this project soon after getting the necessary clearance.

KUMARI UMA BHARATI (Khajuraho) : Let me know as to when you will get the clearance...*(Interruptions)*

SHRI RAM VILAS PASWAN : Your leader Shri Ram Naik has put a condition that unless clearance by CCEA is received, it will not be sent to Planning Commission...*(Interruptions)* What can I do when the Standing Committee's has come in between?

KUMARI UMA BHARATI : I want to know as to how much more time it is likely to take in getting clearance.

SHRI RAM VILAS PASWAN : Very soon. With your cooperation this much work has been done and I am confident that this hurdle will also be cleared very soon ...*(Interruptions)* Godhara-Indore-Devas-Maksi line was approved and included in 1989-90 budget. Its length is 316 km. long and the estimated cost is Rs. 597 crores. The work is underway on Devas-Maksi section. So far, we have spent Rs. 11 crores on this project. Dewas-Maksi project is targeted to be completed by December, 1999. Indore-Godhara project will be started later.

SHRI DILEEP SINGH BHURIA : Hon'ble Minister, please take up this project on priority basis. You should get this project inaugurated at the earliest.

SHRI RAM VILAS PASWAN : This time, we have made a provision of Rs. 3 crore which I will increase later. Just before, I had talked to you.

The work of Neemuch-Ratlam gauge conversion was included in the 1993-94 Budget. An amount of Rs. 116 crore is likely to be incurred on the 135 kilometre long railway line. The target is to complete this line by end of the Ninth Plan period because this metre gauge line is necessary till the completion of gauge conversion work between Ratlam and Khandwa. We had allocated Rs. 1 crore for this purpose. Please allocate Rs. 2 crore instead of Rs. 1 crore. Jabalpur-Gondia-Balaghat-Katangi gauge conversion work had been included in the supplementary budget of 1996-97.

SHRI SUNDER LAL PATWA (Chindwada) : Mr. Minister, the incomPLETED work between Ratlam and Neemuch, you have gone upto Khandwa and Indore, but it is completed from Kota to Chittaur and Neemuch and the work of Neemuch to Ratlam which is in progress, it is again lagging behind the schedule, then why you have allowed it to lag behind the schedule?

16.22 hrs.

[SHRI P.C. CHALKO in the Chair]

SHRI RAM VILAS PASWAN : We are completing this work. We have also said about Neemuch to Ratlam. Neemuch-Ratlam had been in the budget of 1993-94 and it was estimated that Rs. 116 crores are likely to be incurred on this 135 kilometre long railway line. Till now two crore rupees have been spent during the last four years. Two crore rupees have been given. It was kept at very low priority, because it was said that till the completion of Ratlam-Khandwa gauge conversion work, it is necessary to keep metre gauge functional but during this year we have allocated Rs. 5 crore for this work whereas only two

crore has been provided during the last four years and we will see that, with due respect to your feelings, we will start this work as early as possible.

SHRI SUNDER LAL PATWA : There is no obstacle in completing it upto Ratlam.

SHRI RAM VILAS PASWAN : No, the amount of funds available in all heads, we are giving that much only. Jabalpur-Gondia-Balaghat-Katangi gauge conversion work, has been included in the supplementary budget of 1996-97. An amount of Rs. 356 crore is likely to be incurred on this 285 kilometre long line. It has been cleared just now and arrangements are being made to start the work. We will provide Rs. 10 crore for this work. Doubting...*(Interruptions)*

SHRI PRAHLAD SINGH (Seoni) : Mr. Minister, the information about Jabalpur-Gondia is that you are starting the work from Gondia side, is there any difficulty in starting the work from Jabalpur side?

SHRI RAM VILAS PASWAN : I do not know, I will talk about this. Under Hatimpur-Cher, section a new bridge is being built on Chambal river. Its cost is Rs. 32 crore and Rs. 27 crore has already been spent and Rs. 2 crore is allocated in this year's budget. This work will be completed by December, 1998. There is no lack of funds for this, but the problem is arising due to the peculiar type of soil of Chambal area and that is the cause for this delay. Money is not the reason for delay in this work.

Urakura-Raipur-Sarona, the cost of doubling of this 11 kilometre stretch is Rs. 12 crores.

Rs. 16 crores have already been spent on this work. This time we have allocated five crores for this. This work will be completed by 31st December, 1998. Korba-Saragbundia is 15 kilometre long line. Rs. 22 crores are to be incurred on this and Rupees five crores have already been spent on this. The target is to complete this work by September, 1999. Bilaspur-Vakura third line is a new work of 1997-98. It will be started after the passing of budget. The total cost for this is Rs. 152 crores. Champa-Saragbundia third line is a new work of 1997-98. This work is likely to be started after the passing of budget. The total cost for this is Rs. 40 crores. Sarona-Bolai is a third line. It is a new work of 1997-98. It is likely to be started after the passing of budget. Its cost is Rs. 35 crores.

KUMARI UMA BHARATI : There is no problem of C.C.A. in it, it is occurring in my case only.

SHRI RAM VILAS PASWAN : Yours is a new line. C.C.A. will also come to your line.

KUMARI UMA BHARATI : We will get the foundation

stone laid by you before 20th May.

SHRI RAM VILAS PASWAN : When we have put this much of our labour, then why we will not put our labour in C.C.A. Peeramroad-Belcha and Bolai Akodia is recently completed with a cost of Rs. 27 crores. The cost of doubling of Kalapipal-Fanda 41 kilometre long line is Rs. 53 crores. This work has been stopped because from operational view point. It is felt that it is less necessary. The cost of doubling of 20 kilometre line of Bolai-Kali-Sindh-Bechi and Peeramroad is Rs. 49 crores. Till date, rupees one crore has been spent on this. Rupees two crores have been allocated in this year's budget. Work is being started on four block sections. When we work there, at that time, a number of M.P.s. and Government of Madhya Pradesh also had demanded for a new line from Vishrampur to Ambikapur. We have accepted this demand.

Similarly, the line which from Lalitpur to Singrauli goes via Khajuraho and there a great demand from the Members of Parliament for a new line from Khajuraho to Mohwa. We have accepted that demand also.

KUMARI UMA BHARATI : Have you accepted that a survey has to conducted for this?

SHRI RAM VILAS PASWAN : Not survey, the line has been accepted. The necessary formalities will be completed. That is needed by you and all. There is a great demand for a line from Bilaspur to Jabalpur, it is added in the survey and orders for the survey has been issued. There was a demand to extend second Raipur-Chantari-Rajim gauge conversion upto Balot, survey orders have been issued for this also. Survey order has been issued for the line from Indore via Nasrullaganj to Budhni.

SHRI PUNNU LAL MOHLE (Bilaspur) : Survey for Bilaspur-Jabalpur has already been conducted.

SHRI RAM VILAS PASWAN : If the survey has already been conducted then we will send it to the Planning Commission. I have received letters from some hon. Members requesting for the survey. But the line for which survey has conducted, we will send it to the Planning Commission.

Sunder Lal Patwaji has sent a letter urging to conduct survey for the conversion of narrow-gauge into broad-gauge from Nagpur to Chindwara-Parua, for this we will issue order for survey. You have also urged to start a superfast train between Bhopal and Baraan, in this regard, I cannot do anything at the moment. We will discuss and then we will write a letter to you.

As the Hon. Members of M.P. are aware that in my Budget speech I had announced to introduce trains from Delhi to South India which will also motivate the State

Government. Apart from this It has also been decided to entered the Howrah-Singrauli Shaktipunj Express upto Jabalpur. In view of the opinion and suggestions of the hon. Members, I propose to introduce the following new trains—Indore-Jaipur weekly express, and for daily commuters, Jhansi-Gwalior passenger train Beena-Katni and Katni- Menhar D.M.U. services...*(Interruptions)*

AN HON'BLE MEMBERS : Hon. Minister, please divert the Malwa Express Via Guna for two days in a week. This demand is being raised since long...*(Interruptions)* Local people are planning to stage a demonstration for it...*(Interruptions)*

[English]

MR. CHAIRMAN : At a time one Member may speak, please listen to him first, please.

[Translation]

SHRI RAM VILAS PASWAN : These services are being introduced after good deal of discussion and with the consent of the Railway Board.

[English]

MR. CHAIRMAN : It is not done like this. Take your seat please.

(Interruptions)

MR. CHAIRMAN : Mr. Minister, you may complete your speech.

[Translation]

SHRI RAM VILAS PASWAN : I cannot do anything just now about the demands which are being made by MPs here in this House. No one can remember so many suggestions...*(Interruptions)*

[English]

MR. CHAIRMAN : This is enough. It is an assurance given on the floor of the House. Take your seat, please. Then, what is it that you want?

[Translation]

SHRI ASHOK SHARMA (Rajnandgaon) : Hon. Ministers, Sir, you have given assurance to introduce Saarnaath Express from Dongargarh to Chhapra. I have raised this demand on the 13th of the Budget session and had met you with several other M.P.s and you had given assurance for its extension. With this, 61 km. distance from Durg to Dongargarh the entire Madhya Pradesh and Chhattisgarh is covered. Please make an announcement in this regard...*(Interruptions)*

SHRI RAM VILAS PASWAN : It will be done if assurance has been given...*(Interruptions)*

[English]

MR. CHAIRMAN : Mr. Minister, you may complete the speech.

[Translation]

SHRI PANNU LAL MOHLE (Bilaspur) : Hon. Minister, Sir, I request you to tell your decision about Bilaspur. I would like to know...*(Interruptions)*

SHRI RAM VILAS PASWAN : Hon. Members know all the things and procedure. But you always raise the issue regarding Bilaspur zone. We meet all our colleagues during inter session and try to speed up the work. Even then you are raising this issue every now and then. We are discussing this matter with our friends.

SHRI PUNNU LAL MOHLE : I would like to know as to whether this proposal has been sent to Planning Commission...*(Interruptions)*

[English]

MR. CHAIRMAN : Please understand that he has already explained it.

[Translation]

SHRI RAM VILAS PASWAN : Amravati-Narkher line has been included in the budget for 1993-94. It is 138 km. long and costs Rs. 182 crore. So far Rs. 11 crore have been spent on it and Rs. 10 crore have been earmarked for it. The Ahmadnagar Beed-Parlee-Bajnaath is a 250 km. long railway line which is going to cost Rs. 353 crore and it has been included in the budget for 1995-96. Earlier two project was not accorded the approval of C.C.A. But now we got it and started work take action on it and one crore rupees have been allocated for it in the budget. Punwel-Karjat 28 km. long new railway line has been included in the supplementary budget for 1995-96 which will go to cost Rs. 89 crore. So far Rs. 4 crore has been spent on it. The land has been acquired for it and work is to be started. Outlay for it will be increased to Rs. 5 crore from one crore...*(Interruptions)*. The work on the Baramati-Lonaad new railway line will be started after getting approval. It is 54 km. long and going to cost Rs. 75 crore.

The 16 km. long Kopargaon-Shirdi railway line for linking the holy place of Shirdi has been included in 1997-98 budget and it will cost Rs. 32 crore. The work on this project will be started after getting approval. The gauge conversion of 242 km. long railway line with a cost of Rs. 215 crore had been included in budget for 1992-93. So far Rs. 138 crore have been spent on it. Rs. 55 crore have

been allocated for it this year. The work on Godiya-Nagbir railway line has been completed. The train has been plying on it.

The work of Nagbeer-Chandaport line will be completed during this year.

The gauge conversion of 359 km. long Miraj-Latur line was included in the budget of 1993-94 with an estimated cost of Rs. 310 crore. Rs. 24 crore have been spent on it so far and a provision of Rs. 20 crores has been made for the year 1997-98. Gauge conversion of Latur-Latur Road new line and Kurdpadi-Pandarpur will be done in the first phase. This work will be completed upto December, 98 and the completion target for the remaining work has been fixed during the Ninth Five Year Plan.

As regards doubling of 25 km. long Divapanvel line, it had been included in the budget of 1995-96 with a cost of Rs. 52 crore. This work is going on in full swing. This work will be completed upto December, 98. Diva-Vasai project has been included in the budget of 1995-96 with a cost of Rs. 90 crore. Rupees four crore have already been spent on it. A provision of Rs. 5 crore has been made for this purpose the budget of 1997-98. This work will be completed upto 1998-99. Panvel Roha...*(Interruptions)* The turn of Uttar Pradesh is yet to come...*(Interruptions)* Panvel Roha...So much labour has been put in it and lot of writing work has also been involved in it, that is why...*(Interruptions)* Since the need of doubling of Panvel Roha line is being felt, the land has been acquired in the first phase. A cost of Rupees four crore is estimated for it. This will be completed upto December, 1998. The remaining work will be included in the next budget doubling of 27 km. long Dond-Bigban line has been sanctioned with a cost of Rs. 39 crore. Rupees five crore have already been spent on it. This project is targeted to be completed by December 1999. The orders for doubling the Udnal-Jalgaon line have been issued. But, Honourable members, three works are being done there. Signalling system is being made better. Tracks are being improved. The work of electrification upto Udnal-Jalgaon has been sanctioned. A provision of Rs. 19 crore has been made in the budget of 1997-98. The survey for the doubling of this line is also being done.

The Honourable members of Maharashtra know that in my budget speech I had announced several new railway services from Delhi to South India which would also cover Maharashtra State also.

In addition to it, the frequency of Nanded-Amritsar Express would be increased from once a week to thrice a week. Kachiguda-Aurangabad Express will be extended upto Manmad. In view of the demands of Honourable members and the limited resources of the Railways, I

propose to start Pune-Nizamudeen Swarn Jayanti Express weekly.

The Honourable members from Goa are also aware that in my budget speech, I had announced Basko-Bangalore Express. But in view of the welfare of Honourable members, I propose to start DMU services and Basco-Kasalrock Londa station service in Goa area.

In Orissa, 78 km. long Hardaspur-Paradeep project had been included in the 1996-97 budget. A provision of Rs. 10 crore has been made for this project in the 1996-97 budget. There is a demand for new Talchar-Bimlagarh railway line and the survey for this line is being done.

While drawing the attention of Shri K.P. Singhdeoji, I would say that we have decided to include Talchar-Sukinda Road line in the 1997-98 budget and the CCEA has also sanctioned it. This work will be started this year...*(Interruptions)*

As regards 174 km. long Talchar-Sambalpur project of 1984-85, a provision of Rs. 54 crore has been made for this project in the budget of 1997-98 and the work of this project will be completed during this financial year 1997-98. Daitari-Banspani project is being undertaken partly under BOLT scheme. Under this scheme, Rs. 50 crore were to be paid by the Steel Plant, Rs. 170 crore by IRCON and the remaining Rs. 180 crore were to be contributed by Railways.

Railways have already given Rs. 110 crore out of its share and Rs. 70 crore are still to be paid by the Railways. Rs. 25 crore have been provided in the budget of 1997-98. The remaining amount will be given in the two instalments of Rs. 25 crore each in the next two years. This project will be completed by 31st December, 2000, Lanjigarh-Junagarh Road project was sanctioned in 1993-94. It is a 54 km. long line. An expenditure of Rs. 100 crore had been estimated for this project. Rs. 10 crore have spent on this project so far. A provision of Rs. 2 crore has been made in the budget of this year for this project. However in view of strong demand made by the Honourable members, this amount will be increased upto Rs. 10 crore. Khurda Road-Bolangir project which was sanctioned in 1994-95 is 289 km. land and expenditure of Rs. 353 crore had been estimated for it. A provision of Rs. 2 crore has been made for this project in the 1997-98 budget, but this amount will be increased upto Rs. 5 crore. Rupsa-Bangariposi gauge conversion project was sanctioned in 1996-97. This project is 89 km. long. One crore rupees have been spent on it so far. This project has been sanctioned by C.C.A. A provision of Rs. 3 crore has been made for it which will be increased upto Rs. 5 crore ...*(Interruptions)*

KUMARI SUSHEELA TIRIYA (Mayurbhanj) : The amount was to be increased from two crore rupees to ten crore rupees and when all Members from Orissa had met you, you had assured that it would be increased to Rs. 10 crore but you have increased upto Rs. 5 crore only...*(Interruptions)*

SHRI RAM VILAS PASWAN : We are still to get some money from the budgetary support, whenever we receive that money, we will increase this amount. Naupada-Gunupur line, which is 90 km. long, has been included in the budget of 1997-98. Some formalities are still to be fulfilled in this regard. A decision has been taken to electrify Khadagpur-Bhuvneshvar-Paradeep port line and Bhuvneshvar-Vishakhapatnam line and the work will start this year. The total cost of this project is Rs. 450 crore, out of which Rs. 30 crore have been allocated in 1997-98 for Bhuvneshvar to Vishakhapatnam, Khadagpur-Bhuvneshvar line was earlier under BOLT scheme, which has now been taken over by the Railways. Rs. 16.5 crore have been allocated for this purpose. The orders for the survey of Naupada-Gunupur line have been given for its extension upto Raigarh. Orders have also been given to up-to-date the survey of new line from Lanjigarh Road to Ambaguda. Survey of new line from Jaypore to Naurangpur has also been ordered. Orders have been issued to make the survey of Vimalgarh-Talcher line up-to-date.

Sir, Honourable members from Orissa know that the frequency of New Delhi Rajdhani Express has been increased to twice a week. In addition to it, I had announced extension of the following passenger services. There has been a demand for the extension of Koraput Raigarha Link Express upto Bhuvneshvar, Howrah Raigarha Express upto Todapur and Nizamuddin-Sambalpur Express upto Raigarha and Koraput. A decision has been taken to start a 'Through Post Service' between Raigarha and Delhi to fulfill this demand.

Tarantaran-Goindwal project in Punjab has been included in the budget of 1997-98. The cost of this 21 km. long line is Rs. 25 crore. This work will be started after getting necessary sanction. The work of Chandigarh-Ludhiana line has been included in the 1997-98 budget. The cost of this 95 km. long line is Rs. 150 crore. The work will be started after getting proper sanction. The electrification work of Delhi-Ambala-Ludhiana line had been included in the budget of 1991-92 with a cost of Rs. 208 crore and the work of electrification of 314 km. long line has been completed on 31-3-97.

In order to provide amenities to the thousands of pilgrims visiting Vyas, the Hon. Members have demanded to lay railway lines from Vyas to Derababa, Jaimalsingh for 3.8 Rail Bus. I have decided to commence this work

once I get the approval of the Planning Commission. The survey work of a new rail line from Abohar to Fazalika is in progress. The survey report will be sent to the Planning Commission for its approval and work will start as soon as the necessary approval is accorded.

I have directed the Northern Railway to complete the survey work from Patiala, Smana, Nakhana rail line by the June, 1997 so that further necessary work on this project may be taken up. The volume of traffic has increased at the Chandigarh station creating a lot of problems due to lack of necessary infrastructure. The provision for the maintenance work of passenger coaches is already there in the budget. Now these facilities will be extended to wagons and fresh traffic handling facilities will be started.

The Hon. Members of Punjab are aware that I had announced passenger service in my budget speech regarding extension of Jammu-Tawi-Ferozpur Express to Jodhpur, Dhanbad-Ludhiana Express to Ferozpur and also introduced Shri Ganganagar-Haridwar link express. In view of the Hon. Members' demand we have decided to introduce Ferozpur-Ludhiana passenger service very soon.

The 2392 km. long Dausa, Sri Ganganagar rail lines in Rajasthan were included in 1996-97 budget and its estimated cost is Rs. 152 crores. Necessary approval is accorded and after taking the final location the Railways will commence its work. Land acquisition work will be taken thereafter and then the work will commence...*(Interruptions)* At present an amount of Rs. 1 lakh has been earmarked for this which will be extended to the tune of Rs. 10 crores.

Viram village to Jodhpur via Bildi, Samdari, Luni work were included in 1990-91 budget but Delhi-Ahmadabad gauge conversion work was approved in 1992-93. The relevance of this work...*(Interruptions)* has dwindled and this work is stopped. Now this route, which covers Delhi, Jodhpur, Luni which is a part of Marwar will be completed by the year 1997. Rest of the work will be done later. Traffic will be smooth in this area once the remaining gauge conversion works are completed.

The work related to Phulera, Marwar, Ahmadabad is the part of Delhi-Ahmadabad gauge conversion works. This 572 km. long rail line at the estimated cost Rs. 542 crores was included in 1993-94 budget. So far, Rs. 443 crores have been spent on it. This work has been completed. This line is related for mangaration on 3rd of May at Ahmadabad Sabarmati yard. This work is likely to be completed this year.

This 72 km. long rail line of Luni-Marwar was included in 1995-96 budget at the estimated cost of Rs. 46 crores. We have provided 30 crores of rupees in 1997-98 budget. The work is in full progress and it is likely to be completed by September, 1997.

The work relating to Ajmer, Udaipur and Chittorgarh was included in the Supplementary Budget of 1996-97. Rs. 262 crores are likely to be incurred on this 300 km. of gauge conversion work. Necessary approval has already been given and this work will commence soon. This year Rs. 5 crores have been provided for this purpose...*(Interruptions)* You know that we have completed the Ajmer section and 436 km. within two months time. *(Interruptions)*

PROF. RASA SINGH RAWAT : Thank you for that.

SHRI RAM VILAS PASWAN : Initially very little amount is incurred on this, but when investigation is carried out larger amount is incurred on it.

The 300 km. long Luni, Badmer, Munabak gauge conversion work has been included in 1997-98 budget at the estimated cost of Rs. 240 crores. The work will commence as soon as we get clearance.

The doubling of Kota, Gurla, Chambal Bridge rail line has been taken at the cost of Rs. 10 crores. The work in full progress and is likely to be completed by June, 1997 and Rs. 5 crores are kept in 1997-98 for this work.

The orders related to survey work for Rewari, Loharu, Jhunjhunu, Sikar, Jaipur for gauge conversion (MG to BG) have already been given and as soon as it gets finished the work will be initiated.

The order relating to survey for gauge conversion of Marwar, Mawli, Badi, Sadli line has already been given. The order for survey work of new rail lines from Jaipur via Toda, Raisen and Tonk upto Sawai-Madhopur were already given.

Decision has been taken for gauge conversion from Piparoad to Qilara. The Hon. Members from Rajasthan know about it.

PROF. RASA SINGH RAWAT : What happened to Parvatsar-Makrana lines and funds sanctioned for Bandikui to Agra Fort?

SHRI RAM VILAS PASWAN : The Hon. Members from Rajasthan know that passenger amenities will increase after the gauge conversion of Delhi-Ahmadabad. Apart from this, Delhi-Ahmadabad Golden Jubilee Rajdhani Express will also be introduced.

Apart from this, I had announced to provide the following services in my budget speech. The frequency of Jaipur-Madras express will be enhanced and it will run thrice a week. Jammu-Ferozpur express will be entered upto Jodhpur via Bikaner. With due respect to the feeling of hon. Members I propose to announce the following passenger services viz., the introduction of Bi-weekly

Jaipur-Amritsar Express via Hissar, the extension of Bikaner-Ratangarh passenger upto Churu and extention of Churu-Sikar passenger train up to Jaipur...*(Interruptions)*

[English]

MR. CHAIRMAN : Please ask questions, one Member at a time. Please let him complete.

(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT : Kindly extend the train coming from Amritsar upto Ajmer twice a week. The distance between Jaipur to Ajmer is only 110-115 km. On the line of Jaipur a train should also be introduced from Ajmer.

SHRI RAM VILAS PASWAN : We will talk to you in this regard...*(Interruptions)* Whatever we are doing we are doing on our own and whatever is feasible will be done.

PROF. RASA SINGH RAWAT : Once the survey work is completed, it must be announced to connect Ajmer from Pushkar...*(Interruptions)*

[English]

MR. CHAIRMAN : Please ask questions one Member at a time. Let him ask the question and others may please sit down. Let him put the question.

(Interruptions)

MR. CHAIRMAN : This is the problem. I told you about that.

(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : When other hon'ble members were asking then they were told nothing. We are requesting you and need your protection.

[English]

MR. CHAIRMAN : One hon'ble member may ask at a time. That is what I am requesting; otherwise, how can the hon'ble Minister reply? Please understand that the hon'ble Minister cannot reply to the questions if three hon'ble members ask questions at a time. Please ask one at a time. Why do others not take their seats?

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : A broad gauge line from Bandikui to Agra has been left. If this is connected then every train will go to South India from

Jaipur. Until it is connected, the people will have to take another route via Sawai Madhopur. In this process there is wastage of time and money. Every day there is a loss of revenue of Rs. 300 lacs and you have transferred it from bolt scheme to general scheme. Rs. one crore have been provided for this purpose and it is of no use. You may or may not give Rs. one crore, you must provide atleast Rs. 100 crores for this scheme. Next year Rs. 150 crores are to be provided...*(Interruptions)*

[English]

MR. CHAIRMAN : What is this? Let him also put his question and then the hon. Minister would reply.

[Translation]

SHRI NIHIL CHAND CHAUHAN (Shri Ganganagar) : Ours was Sri Ganganagar Saroorsar line. In 1989 Shri Madhu Dandwate and in 1994 Shri C.K. Jaffer Sariff also underook it but no announcement is being made in this regard. Its survey was conducted. Line was 160 kilometre long. We have travel 100 kilometre by train. I am the youngest member in the Parliament. Therefore, please note my point.

SHRI RAM VILAS PASWAN : You met me earlier also. I am not repeating those things which are already declared in the budget. We will again get it done.

SHRI NIHIL CHAND CHAUHAN : Its survey has been conducted three times.

SHRI RAM VILAS PASWAN : We will get it reviewed. If possible, we will consider it also. There is nothing like this. I want that the demands of MPs should be fulfilled. When I was M.P., I used to fight with other Ministers for getting our work done. We ourselves understand your feelings. As far as possible, we shall accomodate. You have told about Agra. If railways undertake a scheme on its own under any bolt scheme then it means that railways consider it important for its requirement also. Railways have kept it with itself taking it out from bolt scheme. If this will be a matter of Rs. one crore then the amount will be increased. We shall see ourselves. The important matter will also be seen. There is paucity of funds but once the budget is made we cannot make any increase or decrease in it. We shall give assurance for future. We shall get Rs. 170 crores for which we are making budget. If some amount is left then we shall also consider these schemes also.

Regarding Karur-Selam new line, this project of 85 km. long rail line was included in the budget of 1996-97. The cost is Rs. 136 crore. Cabinet has sanctioned it. Documents regarding final location survey and land acquisition are being prepared. This work will commence after land

acquisition. We have just given Rs. 5 crores and if needed, after getting land, the amount will be increased.

Dindigul-Trichi gauge conversion. This work was included in the budget of 1992-93. Its length was 93 kilometres and the cost was Rs. 80 crores. The work is in progress and it will be completed by December 1998. For this purpose Rs. 30 crores have been given in the year 1997-98. Madras-Trichi gauge conversion. This work has been included in the budget of 1992-93. 340 kilometres long rail line will cost Rs. 300 crore. The work is in progress. This will be completed during the current financial year. Rs. 151 crores will be provided for this purpose...
(Interruptions)

[English]

SHRI N.S.V. CHITTHAN (Dindigul) : Sir the gauge conversion between Dindigul and Madras which hon. Minister was talking about, consists of two phases. The other day the hon'ble Minister had promised one thing about Madras Beach project.

MR. CHAIRMAN : He is coming to that point, Shri Chittan. Otherwise, you can ask it.

[Translation]

SHRI RAM VILAS PASWAN : Trichi-Madras Rs. 139 crores, Trichi Nagaur-Karaikal gauge conversion. This work was included in the budget of 1995-96. Work is in progress on this 200 km. long rail line costing Rs. 139 crores. The work on the line from Trichi to Tanjawoor will be completed by June 1997. The remaining work of this line has also been started simultaneously. This project will be completed by December 1999. For this purpose provision of Rs. 10 crores was made in the budget which has been increased to Rs. 15 crores.

16.59 hrs.

[COL. RAO RAM SINGH in the Chair]

The project of Vilupuram-Pondicherry gauge conversion was in the budget of 1997-98. Pondicherry has been included for broad-gauge line at the cost of Rs. 30 crores. The work will be started after receiving sanction.

Quilon-Tirunalvelli-Chindur-Tenkansi-Virudnagar gauge conversion work has been included in the budget of 1997-98 and it will cost Rs. 200 crores. The work will be started after getting due sanction.

The work of Irugur-Coimbatore gauge conversion project was included in the budget of 96-97. This line is 18 kilometres long. It will cost Rs. 25 crores. Maps and estimates are being prepared. This work will be started in the next financial year in full stream. The work of Erode-

Vayalar electrifications was included in the budget of 1992-93. Its length in Tamilnadu is 130 kms. and in Kerala it is 194 kms. It will cost Rs. 151 crores. This work has been completed in Erode-Sharnoor section. The remaining work in Kerala is in progress. Rs. 30 crores have been provided in the year 1997-98. The work of Chennai Beach Ludge M.R.T.S was for 83-84. Nine kms. long line is being constructed at the cost of Rs. 260 crores. Five kilometres long Chennai Beach-Chepakkal section has been opened and the remaining work from Chepakkal to Ludge will be completed by June 1997.

17.00 hrs.

Rs. 24 crores has been provided for the year 1997-98. The project of Ludge-Vellacheri has been included in 1996-97's budget. Its cost is Rs. 105 crores in which the contribution of railways is Rs. 142 crores and that of State Government is Rs. 464 crores. This project will be completed by the year 2000 A.D. Railways has contributed Rs. 50 crores in it in the year 1997-98.

[English]

An amount of Rs. 100 crores was from the State Government. We have already given it...
(Interruptions) Let me finish.

[Translation]

Keeping in view the constant demand of Members of Parliament we have decided that the gauge conversion of Arakonam-Chengalpettu will be done under Chennai-Trichi project as a material modification.

[English]

We have also tried to have a survey from Madurai to Rameswaram for gauge conversion from Tanjore to Padukkottai for a new railway line.

[Translation]

The MPs of Tamilnadu are aware that during budget speech I had announced that services. The frequency of Nizamuddin-Chennai Rajdhani Express would increase from once a week to twice a week. Similarly, the frequency of Coimbatore-Bangalore Shatabadi Express and Chennai-Jaipur Express would be increased from one a week to thrice a week. In view of limited resources of Railways and the demands of the MPs, I proposed that-Madurai-Erode Link Express would run upto Jammu via New Delhi twice a week.

[English]

SHRI P. SHANMUGAM (Vellore) : Now, the electric train is going from Chennai to Arakonam. May I know

whether it would be extended up to Jolarpetti and if not, at least, upto Katpadi?

SHRI RAM VILAS PASWAN : We will discuss it.

SHRI P. SHANMUGAM (Vellore) : I have already spoken about it in this August House...*(Interruptions)* Kindly look into the matter.

SHRI RAM VILAS PASWAN : I will look into this matter sympathetically.

[Translation]

A provision had been made in 1994 budget for the construction of Katra-Faizabad line in Uttar Pradesh. The total cost of this seven km. long railway line is estimated to be Rs. 51 crore. A bridge is also to be constructed over Saryu river on this line. The land has been acquired for this purpose. The construction work of the bridge is likely to start this year. The gauge conversion of Mau-Shahganj line was included in 1994-95 budget. This work has been completed with an expenditure of Rs. 44 crore and now the train is running on this line. The gauge conversion work of Chhapra-Qnrihar line having a total length of 171 kilometre has also been completed with an expenditure of Rs. 145 crore and the train is running on this track.

Gauge conversion work of Mathura-Achnera railway line had been included in 1995-96 budget. Twenty crore rupees are proposed to be spent on this 35 km long line. This job was taken up under BOLT scheme but in the absence of reasonable rates, it has been decided to take up this work with the funds of Railways. This work would be undertaken along with the work of Kanpur-Kasganj-Mathura. The gauge conversion work of Kanpur-Kasganj and Kasganj-Bareilly has been included in 1997-98 budget. Rs. 395 crore are estimated to be spent on this 458 km long line. Arrangements are being made to start this work. This year, the budget allocation for this project is for Rupees one lakh. This provision would be increased to Rupees ten crores.

The lines which have to be doubled in Uttar Pradesh ...*(Interruptions)* The lengths of the tracks which are proposed to be doubled are : Tundla-Yamuna-21 km; Kanpur-Panki-Third line-9 km; Muradnagar-Meerat-30 km; Ghaziabad-Moradabad 37 km; Gonda-Zarud-road 45 km; and Gorakhpur-Sahajnawa-15 km....*(Interruptions)*

SHRI GANGA CHARAN RAJPUT (Hamirpur U.P.) : If four lane traffic system is introduced on Kanpur-Jhansi line then the Mumbai line would completed become a four line track. It covers a distance of 100 kilometres.

SHRI RAM VILAS PAWAN : The electrification work of Ambala-Moradabad railway line was included in the

budget of 1992-93. An expenditure of Rs. 152 crores is estimated to be incurred on the electrification of this 274 km. long line. The work on Ambala-Saharanpur line is likely to be completed by 1998. The remaining work would be taken up at a later stage. The work on Khurja-Meerut-Saharanpur was included in 1996-97 budget. Rs. 89 crores had been sanctioned for the electrification of this 267 km. long line. A demand has been made for the electrification of Lucknow-Bareilly line. This work has already been started and it would be completed in many phases ...*(Interruptions)* Two phases of work on Gonda-Jarbalroad line and Karpurigram-Sihor line is in progress. Gorakhpur-Sahajanwa project work has been included in the budget of 1997-98. The doubling of this lane would be finished in the coming years. The Uttar Pradesh Government has been directed to give priority to the survey work relating to Hardwar-Kotdwara-Ramnagar, Kichha-Nanakmattha-Khatima and Bareilly-Pilibhit-Tanakpur-Purnagiri lines so that a decision in regard to the work on these lines is taken up as early as possible. Priority would also be given to the survey work on Gola-Shahjanpur-Farrukhabad. Orders have also been given for the survey of Sikandrara-Biduna-Mainpuri and Alipur-Jhinhakpur lines. The gauge conversion of Sitapur-Pilibhit-Tanakpur-Bareilly would be taken up and Guna-Etawah line would be extended upto Mainpuri. Orders for the survey regarding gauge conversion work on Shikohabad-Mainpuri line and the work in this regard would be taken up only thereafter. Members of Uttarakhand have demanded that gauge conversion work of Kasganj-Bareilly line should be extended upto Lalkuan.

SHRI CHANDRABHUSHAN SINGH (Kannauj) : Sir Shikohabad-Mainpuri line is already a broad-gauge line.

SHRI RAM VILAS PASWAN : No, this work is regarding doubling of the railway track. Shri Mulayam Singh had made a written request in this regard.

SHRI CHANDRABHUSHAN SINGH : Mainpuri will remain uncovered.

SHRI RAM VILAS PASWAN : We would look into it ...*(Interruptions)* There was some misunderstanding among many Members on the other side that I made an announcement of the project but there was no provision for the funds. But you would observe that we have provided more funds than allocated during last three to four years.

[English]

Where there is a will there is a way...*(Interruptions)*

[Translation]

MR. CHAIRMAN : There are more interruptions in the House now.

SHRI OM PAL SINGH 'NIDAR' (Jalesar) : You have praised yourself but the lines for which no funds were required, have not made any progress.

SHRI RAM VILAS PASWAN : The MPs from Uttarakhand have made a demand that the gauge conversion work of Kasganj-Bareilly line should be extended upto Lalkuan. I have ordered the survey in this regard. Shri Vajpayee had demanded electrification of Kanpur-Lucknow line and we have decided to take up this work. Orders have been issued to update the survey work. A decision has been taken to take up the work.

SHRI SONTOSH MOHAN DEV (Silchar) : All these works have been completed in a year.

SHRI RAM VILAS PASWAN : Some projects are essential from the view point of Railway Department. It is not proper if the electrification is done in some portion of the line and the remaining part is left incomplete.

SHRI RAJENDRA AGNIHOTRI (Thane) : If this line it to be completed, then, it is necessary to link Kanpur-Jhansi. First, Lucknow was linked with Kanpur. If Jhansi is not linked then Mumbai and South...

[Translation]

SHRI RAM VILAS PASWAN : Now, you please do not create confusion.

SHRI RAJENDRA AGNIHOTRI : Forty five minutes are being taken at Jhansi for the replacement of engine.

SHRI RAM VILAS PASWAN : You please come tomorrow or day after tomorrow. We will discuss on this issue. Indara-Fefna gauge conversion work was stopped. Chandra Shekharji is not present here, he has written me a letter and inquired about this. Now it is defreezed. We will start this work as soon as we get the resources. A shuttle train will ply between Ent and Coneh.

Again the same thing will come before us about which you have just told...*(Interruptions)* Once again I want to tell you that shuttle train runs six times a day while railbus runs 6 times a day. There is a facility for the people to reach their destinations promptly with the railbus. that was a small train which used to arrive and depart from every station frequently. One benefit with the shuttle was that the big businessmen used to get the facility of transporting their goods. Now we do not know what will be the public pressure because we had received such letters that the coach bus which you are plying, it runs 6 times a day, which is beneficial from passengers view point but as per your suggestion if I start plying the shuttle, then something will happen. Then you do not ask me that why you have changed...*(Interruptions)*

SHRI RAJENDRA AGNIHOTRI (Jhansi) : The bus which is not in use with you, you please give it to Jhansi ...*(Interruptions)*

[English]

MR. CHAIRMAN : I request the hon. Minister to kindly carry on with the speech and not to react to every interruption.

[Translation]

SHRI RAM VILAS PASWAN : As the hon. Members from Uttar Pradesh are aware that in my budget speech I had announced the following passenger services—

- (A) Gorakhpur-Dehradoon Express—twice a week.
- (B) Delhi-Gonda Express extended upto Gorakhpur.
- Keeping in view the demand of hon. Members and limited resources of Railways, I propose to introduce the following additional passenger trains—
- (A) Delhi-Faizabad-Varansi-Balia-Muzzaffarpur Weekly Express.
- (b) Shuttle service between Sitapur and Lucknow.
- (C) An additional passenger service between Varanasi-Balia-Chhapra.
- (D) Mau-Varanasi Inter-City.
- (E) Gonda-Budwal-Sitapur passenger...*(Interruptions)*

I would like to inform you that survey of Gonda-Gorakhpur loop line has been conducted and we are sending this proposal to the Planning Commission...*(Interruptions)*

MR. CHAIRMAN : I think you can ask the hon. members that if anybody has any suggestion or any work has to be done, they can give you in writing. If the hon. Members want that the Minister of Railways should immediately make an announcement here, then it is impossible. Therefore, you, please send your suggestion in writing to the Minister.

No interruption, please.

SHRI RAM VILAS PASWAN : I would like to inform the hon. Members that I conduct meetings with MPs, statewise, zonewise, I conduct meetings with the Consultative Committee, I conduct meetings formally and informally also. As a result of that I have tried to satisfy maximum number of MPs. If, inspite of this, you don't feel satisfied then, you, please, come...*(Interruptions)*

SHRI ILIYAS AZMI (Shahabad) : I have written you 5 times in this regard...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : The Railways property is not the Railway Minister's private property. I have to abide by certain rules and norms.

[Translation]

You come to me. I will call my officers and discuss before you and after the discussion, if any thing is possible then I will do that...*(Interruptions)*

MR. CHAIRMAN : No interruption, please. Whatever the Railway Minister has said here, he is slowing transparency and he is very much accessible to us. No Railway Minister used to meet with the members in this manner. So you please do not interrupt him. Whatever you demands may be, you write them and send them to him and I hope that Mr. Minister will give full attention to it. Now you please sit down because there is private Member's business also to be conducted after this.

SHRI RAM VILAS PASWAN : Now I come to West Bengal Aadra-Aamta rail line work was included in the budget of 1994-95...*(Interruptions)*

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Since you are supporting us, we will support you.

[Translation]

MR. CHAIRMAN : Panigrahiji, he has not given much to Haryana, but still I appreciate him.

SHRI RAM VILAS PASWAN : I was talking about Aadra-Aamta rail line that approximately expenditure of Rs. 100 crores is likely to be incurred on this 73 kilometre line. Rs. 25 crore has already been spent on this line till date...*(Interruptions)* After the completion of work from Howrah to Bargachia it had been stopped due to the financial reasons but in 1995-96 on MPs request this work again been started.

Work is in progress on 8 kilometre long stretch of Bargatia-Musheerhat section. This work will be completed in the year 1997-98 subject to the condition that State Government should provide the land spread in three kilometres to the Railway. The work has not been started in the remaining part till date. A provision of three crore rupees have been made in 1997-98.

Ekiakhali-Balurghat—this work was included in the budget of 1984-85. The cost of 87 kilometre long stretch is Rs. 81 crores. Already Rs. 13 crores have already been spent on this work and a provision of 13 crore rupees have

been made in the budget of 1997-98. It is true that this work is making slow progress due to the lack of resources. In 1996-97 only three crore rupees were available for this work. Rs. 10 crore has been provided for this and we will try to complete it as early as possible in the coming years.

Tamluk-Deogha—This work was included in the budget of 1984-85. That was the budget presented by Ghani Khan Chaudhary. The cost of this 87 kilometre long stretch is estimated Rs. 135 crores. Rs. 32 crore have been spent on this line till date. In this year's budget we have kept a provision of Rs. 10 crores. This work is also making slow progress due to the lack of financial resources. I have given priority to this work. Last time I had provided only two crore rupees for this.

Laxmikantpur-Namkhana—this work has been included in the budget of 1987-88 and Rs. 70 crores have been estimated as the cost of 47 km. long rail line. Rs. 42 crore have already been spent on this work so far. A provision of Rs. 5 crore has been made in the budget of this year for this work.

The work on Laxmikantpur-Nishchitpur line has been completed and the work of Nishchitpur to Kashinagar will be completed during this year. The work of Kashinagar to Namkhana line will depend on the progress of the work of land acquisition. The main problem here is of encroachment. You know it. The doubling work of Sahabganj-New Farrukha-Malda town was included in the budget of 1986-87 and the cost of this 49 km. long line has estimated to be Rs. 61 crore. Rs. 58 crore have been spent on this line so far and during this year, doubling work of 33 km. lengths has been completed on this line. The work of 16 km. length which was stopped due to land acquisition, is now in progress and this will be completed during 1997-98.

Dattapukur-Howrah project was included in the budget of 1990-91 and the estimated cost of this 14 km. long line was Rs. 18 crore. Rs. 17 crore have been spent so far on this line and a provision of Rs. one crore has been made during this year. This work has been completed fully.

Khana-Saithia Phase-1, Khana to Jhaptardal, project had been included in the year 1992-94. The estimated cost of this work is Rs. 12 crore. Seven crore rupees have been spent on this work so far. A provision of Rs. 4 crore have been made in the budget of 1997-98. This work was stopped due to the cases pending in courts and the problems of contractors, but these have now been resolved and this work is in progress. This work will also be completed in this financial year only.

The cost of Jhaptardal-Ghuskara, Phase-II project is Rs. 12 crore and seven crore rupees have been spent so

far. A provision of Rs. 4 crore has been made during this year. The work of one block has been completed so far and the remaining work will be completed during this year.

The estimated cost of Ghuskara-Bolpur project is Rs. 24 crores and Rs. 2 crore have been spent so far on it. A provision of Rs. 5 crore has been made during this year.

[English]

This is phase-wise. I am talking about the third phase...
(Interruptions)

DR. RAM CHANDRA DOME (Birbhum) : What about the fourth phase?

[Translation]

SHRI RAM VILAS PASWAN : No sanction has been granted to fourth phase so far. When the sanction is received we will look into it...*(Interruptions)* The cost of Baj Baj-Akara project is Rs. 8 crore. Rupees one crore have been spent on it so far. This work will be completed upto December 1999. The estimated cost of Gurup-Shaktigarh project is Rs. 42 crore. This was included in the year 1996-97. It is 16 km. long line. Rupees two crore have been spent on it so far. This work is targeted to be completed by December, 1999.

The work of Bandel-Katwa was included in the budget of the financial year 1992-93 the cost of electrification of 205 km. railway line was estimated to be Rs. 50 crores, out of which Rs. 40 crore have been spent so far. A provision of Rs. 5 crore has been made this year. This work has been completed upto March 1997. Adra-Midnapur electrification work was included in the budget of 1993-94. The cost of 155 km. electrification has been estimated to be Rs. 84 crore. Rs. 19 crores have been spent so far. A provision of Rs. 20 crore have been made this year and this work will be completed by March, 1999. Electrification work of Panaghat-Badgaon line was included in the budget of 1997-98.

[English]

It is subject to clarification.

[Translation]

As regards the demand of MPs, Kumari Mamata Banerjee had demanded electrification of Tolyganj-Gharia and M.R.T.P. lines. In this regard, I would like to tell the honourable Members that the Government have decided that the work related to M.R.T.P. project would be done by the Ministry of Urban Development all over the country.

This work comes under the Ministry of Urban Development. Even then, in view of the feelings of MPs

I have brought this matter to the notice of the Government and I would be happy if this is entrusted to Railways. But, it comes under the Ministry of Urban Development. I wanted to say this thing on that day also. We have given survey orders for the electrification of Ranaghat-Hasnabad line...*(Interruptions)* The orders for the survey of Krishnanagar to Lalgola have been given and after that the work of electrification would be started.

Regarding Bankura-Damodarghat line—I don't know how this line did not find a mention in the letter written to the Hon'ble Members—we have decided to restore the Bankura-Damodarghat line to N.G. Railway and to start a bus on it. The requisite amount has been provided for it. The N.G. railway line will be required by the Railways and thereafter, the restoration will be done.

[English]

DR. RAM CHANDRA DOME : What about Katwa-Amitpur section?

[Translation]

SHRI RAM VILAS PASWAN : I will look into it. It is not yet under consideration...*(Interruptions)* This has not been included in it. The MPs from West Bengal know it that...*(Interruptions)*

[English]

PROF. P.J. KURIEN (Mavelikara) : You will not be able to satisfy the left people.

SHRI RAM VILAS PASWAN : I will be happy to...
(Interruptions)

MR. CAHIRMAN : There are too many interruptions. Please do not interrupt. I would like the Minister not to react to every interruption.

(Interruptions)

MR. CHAIRMAN : Kindly sit down. Nothing will go on record. No interruption will go on record.

*(Interruptions)**

[Translation]

The Hon'ble Members from West Bengal are aware that by increasing the frequency of New Delhi-Bhuvneshwar Rajdhani Express to twice a week, the service of Rajdhani Express has been made available daily between New Delhi and Howrah via Dhanbad. In addition to it, announcement has been made to start E.M.U. services in Asansol, Chitranjan, Jhajha and on existing sections of Purulia-

*Not Recorded.

Asansol. The MPs of West Bengal have been demanding to start an additional railway service between Calcutta and New Jalpaiguri. The master plan of Hawarha-Cochin complex is being finalised and it will take some more time. In between, the proposal to extend 3153-3154 Syaldah-Maldah Gour Express upto New Jalpaiguri is being finalised with which one additional daily service will be available.

Apart from this some of the Hon. Members had said they love written...*(Interruptions)*

[English]

SHRI P.R. DASMUNSI (Howrah) : What about the gauge conversion between Barshol junction of N.F. Railway and Radhikapur Junction of West Bengal?

[Translation]

You have allocated rupees 300 crore for Kashmir which is located on the Indo-Pak border. We congratulate you for that. You have sanctioned railway services for some of the areas along Indo-China border. We congratulate you for that too.

[English]

A backward zone on the Bangladesh border has been deprived for the last forty years of getting the broad gauge line from Barshoi to Radhikapur. For what reason is this gauge conversion not being done? The distance is only 60 kilometres. It is not correct to deprive the entire district of having a railway line with headquarters.

[Translation]

I have written to you four times in this regard. The only excuse of Railway Board is that this is the border of Bangladesh. If lines can be laid in Kashmir and Pakistan border then why can't be it laid on Bangladesh border.

SHRI RAM VILAS PASWAN : I have received two letters from you and you have made a request personally also. We are looking into it seriously. It's not that we have adopted any negative attitude but we are looking into it seriously from the angle which you have mentioned.

Our friend Shri Sukdeo Paswan has written about Mansi-Saharsa whereas this is Mansi-Saharsa-Farbisganj...*(Interruptions)*

SHRI HANNAN MOLLAH (Uluberia) : There is a great demand regarding introduction of a train from Delhi to Siyaldah. What happened to that.

[English]

SHRI RAM VILAS PASWAN : The Delhi-Sealdah train is very much under consideration.

[Translation]

I had mentioned in the last Budget regarding Mansi-Saharsa-Farbisganj and Katihar to Farbisganj. But this will be done in a phased manner. Next, Shri Ramkripal has said about the construction of an overbridge on Mithapur for which State Government have sent a proposal. I have received this proposal sent by the State Government. We will do with the help of central funds.

[English]

SHRI P.R. DASMUNSI : Mr. Minister, I am thankful to you that you have extended the Gour Express to New Jalpaiguri. My proposal was for a Shatabdi Express between Calcutta and New Jalpaiguri because the Gour Express is catering only to two districts—South Dinajpur and North Dinajpur—where there is no railway line. If you extend the Gour Express to New Jalpaiguri, the passengers of that zone will not get any room. I am from that area. I am a victim. So, please extend the Gour Express upto Malda and give a Shatabdi Express between Calcutta and New Jalpaiguri. Why do you not do it? This is everybody's demand. Please consider it.

[Translation]

SHRI RAM VILAS PASWAN : As I have said that this was our misfortune that the production of the coaches for Shatabdi train had been discontinued for the last 3-4 years. Had we not looked into it seriously it would have slipped this time also. Consequently, we have placed order for 2500 coaches for different trains such as Shatabdi and Rajdhani, as it requires different type of coaches. You must have noted that we have introduced many trains in Punjab and elsewhere which we had not announced in the Parliament...*(Interruptions)*

SHRI P.R. DASMUNSHI : Please make such arrangements here also.

MR. CHAIRMAN : Please give your suggestions writing.

SHRI RAM VILAS PASWAN : Your demand is genuine I understand the feelings of all members. We are increasing the number of trains on the basis of coaches last month I had received a few coaches and on that basis I have introduced some trains. As soon as we get more coaches we will introduce more trains keeping in view your demands.

With these words I once again assure the hon. Members that we belong to one family and your difficulties are mine. Today I am the Railway Minister tomorrow I may not be that's why it's my earnest desire that...*(Interruptions)*

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir,

he has got the good wishes from all parties. Shri Paswan, all parties have complimented you. It is a big compliment. All parties are happy.

[Translation]

SHRI RAM VILAS PASWAN : I would like to assure the hon. members that this is not my last Railway Budget speech. Apart from this we will try to solve your small problem as a members of a family. I am very-very thankful to you for your co-operation.

With these words I present the supplementary demands for grants (Railways) 1997-98 in this House.

[English]

SHRI SONTOSH MOHAN DEV (Silchar) : Mr. Chairman, Sir, I have been a Member of this House from 1980 and I have never heard a Railway Minister replying to the debate for 2 hours and 43 minutes. In view of this fact, I congratulate the hon. Railway Minister and on behalf of all of us no cut motion and no amendment should be pressed.

[Translation]

SHRI AMAR PAL SINGH (Meerut) : Hon. Chairman, Sir, my cut motion is placed at no.1 and I want assurance from the Minister.

[English]

MR. CHAIRMAN : Hon. Members, a number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1997-98. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

SHRI AMAR PAL SINGH : Sir, I want my cut motion to be put to vote separately.

[Translation]

If Hon. Minister assures that he would increase the amount i.e., 50 lakhs, given to Muradnagar-Meerut then I will not move my cut motion separately.

SHRI RAM VILAS PASWAN : Hon. Speaker, Sir, when he met me earlier I had told him that we are increasing the amount for all who have been given 50 lakhs earlier when we are increasing the amount in all such cases, then there is no question that we would not increase in this case.

SHRI AMAR PAL SINGH : You give assurance to increase this amount to five crores.

SHRI RAM VILAS PASWAN : Now don't ask as to

by how much the amount will be increased. In view of your feelings I will enhance it from 50 lakhs.

SHRI AMAR PAL SINGH : Now, he has assured us.

MR. CHAIRMAN : Are you withdrawing it?

SHRI AMAR PAL SINGH : I am not pressurising him.

[English]

MR. CHAIRMAN : Is it the pleasure of the House that the cut motion moved by Shri Amar Pal Singh be withdrawn?

The cut motion was, by leave, withdrawn.

[Translation]

MR. SPEAKER : Is there any other members who want to move has cut-motion separately.

[Translation]

SHRI RAJENDRA AGNIHOTRI : I shall also withdraw. Let me put my point. Allow me for a minute. I would like tell hon'ble Minister of Railways that...*(Interruptions)*

MR. CHAIRMAN : Do you have any cut motion?

(Interruptions)

[English]

MR. CHAIRMAN : Nothing will go on record.

*(Interruptions)**

MR. CHAIRMAN : I shall now put all the other cut motions which have been moved together to the vote of the House.

The cut motions were put and negatived.

MR. CHAIRMAN : I shall now put the Demands for Grants (Railways) for 1997-98 to the vote of the House.

The question is :

"That the respective sums not exceeding the amount 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 31st day of March, 1998 in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

*Not Recorded

Demands for Grants (Railways) for 1997-98 submitted to the Vote of the Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants on Account voted by the House on 13-3-97	Amount of Demand submitted to the Vote of the House
1	2	3	4
1.	Railway Board	6,00,76,000	30,03,82,000
2.	Miscellaneous Expenditure (General)	28,23,30,000	141,16,52,000
3.	General Superintendence and Services on Railways	201,62,50,000	1008,12,50,000
4.	Repairs and Maintenance of Permanent Way and Works	392,87,93,000	1964,39,67,000
5.	Repairs and Maintenance of Motive Power	222,81,85,000	1114,09,25,000
6.	Repairs and Maintenance of Carriages and Wagons	405,15,66,000	2025,78,28,000
7.	Repairs and Maintenance of Plant and Equipment	209,22,22,000	1046,11,08,000
8.	Operating Expenses—Rolling Stock & Equipment	319,90,98,000	1599,54,91,000
9.	Operating Expenses—Traffic	1324,39,10,000	2991,95,47,000
10.	Operating Expenses—Fuel	744,69,11,000	3723,45,55,000
11.	Staff Welfare and Amenities	147,21,59,000	736,07,97,000
12.	Miscellaneous Working Expenses	182,75,71,000	913,78,58,000
13.	Provident Fund, Pension and other Retirement Benefits	418,84,00,000	2094,19,99,000
14.	Appropriation to Funds	1177,66,67,000	4406,33,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalization	4,28,11,000	1625,43,89,000
16.	Assets—Acquisition, Construction and Replacement		
	Revenue	7,50,00,000	37,50,00,000
	<i>Other Expenditure—</i>		
	Capital	1608,67,21,000	8043,36,04,000
	Railway Funds	682,59,67,000	3412,98,33,000