

*The Lok Sabha re-assembled after Lunch
at thirty-six minutes past Fourteen of the
Clock.*

THE MINISTER OF STATE OF THE
MINISTRY OF TEXTILES (SHRI ASHOK
GEHLOT): Mr. Deputy Speaker, Sir, I beg to
move for leave to introduce a Bill to amend
the Jute Manufactures Development Council
Act, 1983.

13.25 hrs.

JUTE MANUFACTURES DEVELOP-
MENT COUNCIL (AMENDMENT) BILL*

[English]

MR. DEPUTY-SPEAKER: Bill to be
introduced. Shri Ashok Gehlot.

[Translation]

[English]

MR. DEPUTY-SPEAKER: The
question is:

"That leave be granted to intro-
duce a Bill to amend the Jute
manufacturers Development
Council act, 1993."

The motion was adopted.

[Translation]

SHRI ASHOK GEHLOT: Sir, I intro-
duce the Bill.

[English]

MR. DEPUTY-SPEAKER: The House
stands adjourned to meet again at 2.30.
p.m.

13.27 hrs.

*The Lok Sabha then adjourned for Lunch
till thirty minuets past Fourteen of the
Clock*

[SHRIMATI MALINI BHATACHARAYA in
the Chair]

RAILWAY BUDGET 1992-93 GENERAL
DISCUSSION- *CONTD.*

RESOLUTION RE-RECOMMERDATION
OF THE RAILWAY CONVENTION
COMMITTEE - *CONTD.*

DEMANDS FOR GRANTS (RAILWAYS)-
CONTD.

SUPPLEMENTARY DEMANDS FOR
GRANTS- (RAILWAYS)- 1991-92-
CONTD.

[English]

MR. CHAIRMAN: Before we take up
item Nos. 15 to 18 in today's order paper, I
have to inform the House that a list indicating
the serial Nos. of Cut Motions moved by hon.
Members yesterday, has been put up on the
Notice Board.

Hon. Members who are present in the
House, and who could not move their Cut
Motions yesterday, may move their Cut
Motions by sanding slips at the Table within
15 minuets indilcating the serial Nos. of Cut
Motions, they would like to move. Those Cut
Motions only will be treated as moved. A
second list showing the Serial Nos. of Cut
Motions moved today will be put up on the
Notice Board shortly.

In case any Member finds any discrep-
ancy in the lists, he may kindly bring it to the
notice of the Officer at the Table immedi-
ately.

Now Dr. Laxminaryan Pandeya to speak.

DR. LAXMINARYAN PANDEYA
(Mandsaur): Mr. Chairman, I would like to express my views on the cut Motions given notice of by me on the Railway Budget.

Before I discuss those issues, in detail, I would like to relate two incidents to the hon. Minister of Railways. About two months ago, I was travelling from Jagdalpur in Madhya Pradesh to Daltanganj Via Ramanujganj. From Daltaganj, I had to go to Dehari on Soine for which I had already got my seat reserved. When I sat in the compartment, I noticed that the cushion cover was not there. I thought that I would spread my bedsheet and sleep. I wanted to bolt the door from inside but I found that even the door did not have bolt, this is the condition of first class compartment when I referred the matter to the station master at the next station, he straight away replied to me that I should not stretch the matter too far rather I should let others sit if at all they enter the coach otherwise I will be in trouble. I am confused in what we have a safe journey.

I related the incident which happened with me. It is true that Indian Railways are at number two in the world and number one in Asia, we have set a record. We have been operating trains at metre gauge, broad gauge and narrow gauge. All these lines have their own capacities. Metre gauge is as much required as broad gauge. Because, if the metre gauge is removed totally or converted into broad it gauge it may prove beneficial from commercial or economic point of view but, it would be a difficult task to convert such a long distance into broad gauge because of the lack of resources. Therefore, atleast for sometime we will have to serve the purpose through the same resources.

62.211 kilometer long railway line is not an Ordinary railway network. Almost 8-9 lakh engines are in use which include steam engines diesel engines and electrical engines. All these three types of engines are there. Now gradually steam engines are being replaced by diesel and electrical engines because electricity is less expensive. If we switch over to electrical engines from

diesel engines, we will have to take recourse to import of electrical engines because these engines are not manufactured here. It is very expensive. It is also a difficulty for us, because of which we cannot entirely depend on electrical engines. Electrification cannot be done very quickly because it involves huge expenditure including foreign exchange. Though electrification is a costly affair, yet it is advantageous. Electrification, wherever it has taken place has reduced the time of journey from one place to other and the places have also undergone phenomenal changes. The speed of the trains has also increased. Engine is not the only contributory factor for increasing speed. It is all the more necessary that rail tracks and signal system should also be good. All these inputs should be of good quality.

This fact is known to the hon. Minister and the hon. Members that our broad-gauge is unique in the world. There is no broad gauge wider than our broad gauge. The rest are very small. India has got its own distinction in broad gauge. It has increased our capacity. So, far as the question of capacity utilization is concerned, it is not being done fully. We want to introduce more and more trains every day. But we do not make full utilisation of their capacities. Trains are held up in terminating stations for 10-12 hours. There are places which lack in double terminal facility. Even if terminal facility exists, there is no proper arrangement how to extend the services of a train further. It is all right that the Government has given thought to providing terminal facility at Bombay, but that is not enough. It should think about providing terminal facilities at other places also. If the trains which are held up for 10-12 hours at one place can be extended further, their capacity can be increased. In fact, it should be increased.

The hon'ble Minister of Railways has also talked about introduction of new trains. I have got with me a Time Table of Indian railway. It gives an account of the number of trains running in the country. I would like to tell him that in 1990-91 there were 2,661 trains and in 1989-90 also the number of

[Dr. Laxminarayan Pandeya]

trains was 2,661. In 1990-91 the number of suburban trains stood at 3,245 while in 1989-90 it was 3,247. Similarly, the number of Mail-Express and goods trains was 1059 and 6,174 respectively. What I mean to say is that there has not been much improvement in the number of trains in 1990-91 than what it was in 1989-90. Will the hon. Minister please tell us as to how he has increased the number of trains. The rail at a glance published by the Ministry does not reveal that the number has increased. about 13-14000 trains are run every day. In spite of that the passenger movement capacity is not increasing. There is also no let up in the rush of passengers. Merely saying that the railways is a commercial organisation would not suffice. It has a social responsibility and it is the social responsibility of the Government not to view it from a commercial angle alone. Today railways are very important from the development point of view.

That is why it is very necessary to lay railway lines in the areas where there are railway lines. In the recent part, I made a reference to availability of railway facilities in Madhya Pradesh, in the House. I also discussed about Rajhara-Jagdapur railway line. It is very backward area. If new railway lines are laid in the State, it would definitely help ensure regional development and development of tribal areas. I was very distressed to learn that no steps have been taken in this regard. I was also distressed because a Resolution to this effect was unanimously passed by the Madhya Pradesh Legislative Assembly which included Members from Congress Party and other parties also that if a railway line is needed anywhere in Madhya Pradesh, it is first required for this area.

I would like to make a second request in respect of Madhya Pradesh. The funds provided by the Government for Indore - Dahod railway line, is very meagre. I do not know how much time would it take to completed. It is also a backward area which starting from tribal areas of Jabua and Dhar, stretches up to tribal areas of Gujarat. If this

rail line is commissioned, it would definitely ensure fulfilled development of the area. The tribals of the area leave their places in search of a living due to its industrial and economic backwardness. If the railway line is commissioned, they would no longer require to flee their native places. They will get more facilities for setting up industries, because wherever such railway lines exist, industries have definitely developed there.

Road communication could not be so efficient from the view point of today's needs. That is why the railways has got its own importance. I would like to request him that it is very necessary to spread railways network in this region from economic progress view point. The areas which are backward, tribal and devoid of progress should be provided this facility.

It is necessary to remove regional imbalances. At places, there has been excessive development of railways with large number of trains and at places there are very few. As such from the point of view of removing regional imbalances, it should be done. I would like to draw the attention of the hon'ble Minister to the hike he has made in the freight charges and passenger fares. He says that the increase in the freight charges is minor. But I fail to understand as to how it is minor. There has been a hike of 7 1/2 in freight charges and the passenger fare has gone up not by 10 to 15 per cent but by 25%. By and large the hike will affect the prices in the market, because the coal freight has also been increased by 4%. This will lead to inflation and the Government will not be able to check the prices. The Hon. Finance Minister is also present here. Even if he says that he is trying to curb inflation in practice he is increasing inflation. The hon. Minister of Railway should help him. Because the budget proposals will lead to an increase in inflation and rise in market prices. A heavy burden has been put on the poor and the downtrodden. A distance of 10 kilometres has been exempted from fare hike. Today, nobody undertakes 10 kilometres journey. Normally, people undertake journeys from 50-100 K.M. at the minimum. If he makes a calculation he

will come to know that maximum railway revenue comes from passenger fares and that too from second class travelling. But the Government wants to take more from the middle class travelling by second classes and extend extra benefits to upper class passengers. As an eyewash the Government may claim that it has increased the upper class fares 15 to 25%, but in spite of that the revenue earnings from upper classes will be less than the earnings from second class passengers.

I would, therefore, like to request the hon. Minister to completely withdraw the hike he has proposed in passenger fares and freight charges. Alongwith a hike in passenger fares and freight charges, the Government has also increased the cost of season tickets. People availing season ticket facilities are spread all over the country. It is a big problem in suburban Bombay. Just now my hon. friend was talking about the hardship of season ticket holders in Jhansi in Uttar Pradesh. In my area also people avail of this facility daily. By increasing the cost of season tickets the Government did a great injustice to lakhs of such passengers. In these hard days of rising prices, the Government has created one more problem for them.

I would like to request the hon. Minister to admit the Cut Motion given by me and withdraw the fare hike, because this hike will put people in grater hardship. Now I would like to make a submission on a different subject, a discussion on which was being held yesterday. It is about catering service in the railway. We have experimented both the systems. Now the Government has privatised the catering service. But it has not proved useful. When the private contractors come to know that we are the Members of Parliament, they try to serve fresh food articles to us. In case they do not recognise us, they serve food whatever is available. I am of the view that the departmental service was not bad. There was no problem in it. Only it required some improvement.

In this connection I would like to say that there is a place called Shyamgarh under Western Railways in my constituency. A base kitchen has been installed there. Equipments worth lakhs of rupees were imported and were installed there for making essential arrangements for the Superfast trains, and Frontier mails etc. All has been done with a view to ensure supply of food material. But all the arrangements were handed over to the contractors and in this way lakhs of rupees have been wasted. I am at a loss to understand as to why lakhs of rupees have been wasted on the import of such equipments, when the pains were of different turn. I am unable to understand as to why you are changing the plans again and again.

I would like to draw your attention towards some very special things. First thing relates to the quality. This is correct that the Government has started many new trains, but with the increase in utility and demand for Railways, the quality of services offered is deteriorating. You should pay attention to the problem. Government is continuously ignoring the passengers amenities. Leave the big stations like Bombay and Calcutta where scarcity of drinking water can arise, there is no proper arrangements for drinking water even at the stations like Ratlam, Indore, Ajmer an Jaipur. There is good arrangements for water at big stations, but there are no such arrangements on small stations. Though water huts have been provided yet there is no waterman. This is the situation at Mandasaur station in western Railways. If the matter is raised with the station - master he replies that watermen have been removed and the water is supplied by Municipality and it is available only when it is supplied by the Municipality. When it is not supplied water is not available, at the station and he is helpless in this matter. This is their answer to the problem. I would like to submit that Government should make arrangements for the appointment of watermen at the stations where there are water huts and the number of travellers is also very large.

[Dr. Laxminarayan Pandeya]

I would like to submit one more thing. A new goods train has been introduced from Kota to Neemuch and now a passengers train is also introduced. I have given a cut motion in this regard. I have submitted that line should be extended up to Ratlam on broad gauge. I have requested to the honorable Minister in this regard and I think he would definitely agree with me. Neemuch is the Headquarters of CRPF. There is a big cement factory. Near Neemuch in Khod. There is another large cement factory, an Alkaline factory and there are two cement factories in Chittor. A lot of loading unloading work is being done there. Factory owners have told that they used to load their goods through metre gauge and the loading work we, used to be done at Ratlam. But now they are directed to send their goods through broad gauge. Now the loading is done at Ratlam but at firstly it goes to Kota then it goes to Bombay via Ratlam and this way the distance is increased and it creates unnecessary burden on the factory owners. So it would be better if that line is extended up to Ratlam. In this regard, the survey has already been conducted. I would like to request you to initiate further action in this regard.

I would like to make one more submission in regard to some other rail lines also. There is a train being run on meter gauge from Kachegnda to Jaipur. In view of the heavy demand, this train should be extended upto Delhi so that the people may be able to get direct train upto Delhi and they need not change the trains at Jaipur. Similarly, some trains start from Ajmer and stationed at Chittor and some trains start from Chittor and stationed at Neemuch. I would request you to extend these trains upto Ratlam. This would also serve the purpose of shuttling. The passengers would also have some convenience and the commercial sector and other people will also be benefited. In view these circumstances, there is a need to extend these trains. I hope you should pay a serious attention to this problem. The train 111 and 112 on Ratlam-Bhopal Central sections should also be restored.

I would also like to draw the attention of the Government regarding thefts and other crimes in trains. These should not be taken in an easy way. It causes serious trouble by way of loss of railway property. Theft of coal in Railways is very common phenomena causing heavy loss to the railway property. The Government should make proper security arrangements so that this foul trend is checked. The interests of railway employees and labourers should be safeguarded.

There is only one train between Khandwa and Ajmer which had been started before independence. I would demand that a new fast train should also be introduced. Again the passengers amenities have not been imported in proportion to the increase in rates of passenger fares. I would request the hon. Minister that he would definitely take action on the points raised by me, It is necessary to constructs an overbridge near the Mandsaur and Neemuch stations.

In the end, I would conclude by submitting something regarding my own constituency. I have requested the hon. Minister many a time that a halt should be provided at Shyamgarh for the superfast train running between Jammu-Tawi- and Bombay Jammu tawi-Hapa and Jammu Tawi- Ahmedabad, since it is a central point, centre of business activity and a tourists spot like Gandhi nagar which is near to it. Being a tourists centre as well as a central point, a number of passengers visit these places. Therefore, it is necessary to provide a halt there, for the trains. In the end, I would not like to repeat the proposals. I hope you would accent them. I thank Madam Chairperson and conclude.

SHRI PURNA CHANDRA MALIK: I beg to move:-

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

(Need to provided stoppage of
Kalka Mail, A.C. Express and
Chambal Express at Raniganj)/
(33)

line between Bumpur and Asansol
Station./ (460)

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

/Need to provide stoppage of
Darjelling Mail at Khara and
Gushkaria stations./ (34)

"That the demand under the Head
Miscellaneous Expenditure be re-
duced by Rs. 100."

/Need to replace that dilapidated
coaches in passenger trains run-
ning between Burdwan and Asan-
sol./ (36)

"That the demand under the Head
Miscellaneous Expenditure be re-
duced by Rs. 100."

/Need to provide a halt station at
Kondaipur between Paraj and
Mankar stations in the Asansol
Division./ (37)

"That the demand under the Head
Assets Acquisition, Construction and
Replacement."

/Need for electrification of the
Bondal-Katwa line./ (39)

"That the demand under the Head
Assets Acquisition, Construction and
Replacement."

/Need to construct a flyover be-
tween Burdwan and Barkai Rail-
way line./ (40)

That the demand under the Head
Assets Acquisition, Construction and
Replacement."

/Need to construct an additional

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

/Need for electrification of Adra-
Midnapore section of South East-
ern Railway./ (461)

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

/Need to increase the number the
number of Coaches in all the trains
to avoid overcrowding in 2nd class
(3 tier)./ (462)

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

/Need for modernisation of
Bankura-Damodar Railway lines,
South Eastern Railway./ (463)

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

/Need for introducing more trains
on Budwan-Katwa lines./ (464)

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

/Need to provide ana over-bridge
over the Kalnagate Burdwan town./
(465)

SHRI BHOGENDRA JHA (Madhubani): I bet to move:-

Jai Nagar to Allahabad and Guwahati./ (102)

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

Need to convert Samastipur-Darbhanga Metre-gauge line into broad-gauge line./ (97)

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

Need to retain the railway workshop at Samastipur./ (98)

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

Need to link the Sakri-Hasanpur by a new railway line./ (99)

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

Need to re-start the trains between Darbhanga-Raxaul, Darbhanga-Lohata Bazar, Darbhanga-Jai Nagar and Darbhanga- Nirmali./ (100)

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

Need to construct an over-bridge near the gumti in the north of Darbhanga junction./ (101)

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

Need to introduce new trains from

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

Need to connect Divisional Headquarters of Hazaribagh and Dumka at Bihar with railway lines./ (1253)

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

Need to connect Nirmal and Tharmitha stations of Samastipur Division in North eastern Railway by bridge./ (1254)

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

Need to restore the trains running till 1989-90 from Samastipur and Darbhanga to Jainagar, Raxol, Laukaha Bazar and Nirmali./ (1255)

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

Need to modernise and raise the level of Khazoli Railway Station of Samastipur Division./ (1256)

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

Need to lay a railway line upto godown of Food Corporation of India in Samastipur Division./ (1257)

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

Need to convert Samastipur-Darbhanga, Jainagar metre gauge rail line into broad gauge line./ (1258)

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

Need to acquire the railway line from Bheemnagar to Chatra from the Government of Bihar./ (1259)

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

Need to inter-connect Sitamarhi-Jainagar-Lauka Bazar by Railway lines./ (1260)

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

Need to construct a bridge over Gombi, north east of Sakri junction in Samastipur Division./ (1261)

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

Need to convert Korahia, Muraitha and Tekar Railway Station into a full fledged stations in Samastipur Division./ (1262)

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

Need to modernise the station of Madhubani District Headquarter of Samastipur Division./ (1263)

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

Need to attach a direct bogie for Allahabad an gudwahti from Jainagar Station of Samastipur Division./

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

Need to introduce a direct train or at least a bogie from Samastipur to Patna./ (1265)

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

Need to convert Muzaffarpur-Darbhanga Metre Gauge line into a broad gauge line./ (1266)

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

Need for early completion of Bagha-Chhitauni Railway bridge./ (1267)

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

Need to covert Jainagar-Janakpur-Nepal metre gauge line into broad gauge line./ (1268)

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

Need to abolish Railway Board./ (1269)

SHRI BRAHMA NAND MANDAL
(Manghyr): I beg to move:-

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

/Need to construct an over-bridge at level crossing of Purab Sarai railway station./ (133)

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

/Need to raise the level of Western platform of Purab Sarai Railway station./ (134)

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

/Need to construct two new platforms at Jamalpur railway station./ (135)

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

/Need to provide computerised reservation facilities at Jamalpur railway station immediately./ (136)

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

/Need to provide drinking water facilities round the clack at Purab Sarai railway station./ (137)

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

/Need to construct more waiting halls for second class passengers at Jamalpur railway station./ (138)

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

/Need to raise the level of platform No.1 of Kiul railway station./ (139)

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

/Need to provide railway booking facilities at Jamalpur railway station for Patna in Tinsukhia Mail./ (140)

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

/Need to attach at least one coach in Danapur-Howrah fast passenger train for second class passengers./ (141)

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

/Need to take concrete steps to ensure punctuality of trains./ (142)

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

/Need to provide a new express/mail train from Jamalpur to Bhagalpur for Patna./ (143)

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

/Need to attach a coach in Vikramshila Express from Jamalpur for the benefit of passengers./ (144)

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

Need to extend Sealdah-Mugal-sarai express train upto Delhi./ (145)

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

Need to re-introduce the cancelled morning trains under Munger-Jamalpur section./ (146)

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

Need to provide a stoppage of Howrah-Amritsar Express train at Bathipur railway station on Eastern Railway./ (147)

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

Need to convert Bhalui Halt Station into full-fledged station at the earliest./ (148)

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

Need to extend Asansol-Simultalla passenger train upto Mokama./ (149)

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

Need to provide drinking water in Rampur railway colony of Jamalpur immediately./ (150)

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

Need to provide halt of 8183 Up and 8184 Dn. Tata-Patna express train at Kiul railway station./ (151)

Dem. for grants (Rlys.), 1992-93 and Supply. Dem. for grants (Rly.), 1991-92

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

Need to restore the reservation facilities in Tisukia Mail train from Sillighri to Bhagalpur and from Jamalpur railway station./ (152)

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

Need to provide halt of express trains at Mananpur railway station./ (153)

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

Need to provide a new halt between Kajra and Mananpur railway station on Kiul, Sahebganj loop rail section./ (154)

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

Need to double the six sm. rail track between Jamalpur and Ratanpur./ (155)

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

Need to double the 6 km. rail track between Kiul and Kajra immediately./ (156)

"That the demand under the Head Operating Expenses-Rolling Stock and Equipment be reduced by Rs. 100."

Need to stop recurring expenditure on steam engines particularly when reuse of these engines in Indian Railway is being stopped./ (881)

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

*Need to provide more funds mod-
ernisation of Jamalpur rail factory /*
(1109)

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

*Need to provide more funds for
expansion of Jamalpur Locomotive /*
(1110)

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

*Need to provide more funds for
laying the double railway line be-
tween Kiel-Jamalpur in Bhagalpur
section and completing the double
railway line work between Kiel-
Kazra without further delay / (1111)*

SHRI SHYAM LAL KAMAL (Basti): I
beg to move:-

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

*Need to have a cut in the hospital-
ity and entertainment expenses /*
(230)

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

*Need to increase productivity linked
bonuses / (231)*

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

*Need to fulfil scheduled Castes/
Scheduled tribes quota in Group
A.B.C. posts in the Railways / (232)*

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

*Need to set up a staff training
college for A and B category staff of
Indian Railways in Northern India
Particularly in V.P. / (233)*

SHRI AJOY MUKHOPADHYAY (Kish-
nagar): I beg to move:-

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

*Need to provide necessary ameni-
ties to the genuine passengers /*
(475)

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

*Need to keep railway coaches and
lavatories clean / (476)*

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

*Need to maintain punctuality
and safety of railway service / (477)*

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

*Need to improve the standard of
catering service / (478)*

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

*Need to complete the ongoing
railway projects immediately / (479)*

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re. 1."

*Failure to withdraw the increase in
railway fares for the second class
passengers / (505)*

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re.1."

/Failure to withdraw the hike in fares of seasonal tickets./ (506)

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re.1."

/Failure to withdraw the hike in railway freight charges./ (507)

"That the demand under the Head General Superintendence and Services on Railways be reduced to Re.1."

/Failure to avoid reduction of work force in Railway./ (508)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to improve amenities for the second class passengers./ (555)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to ensure punctuality and safety in railway service./ (556)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to increase the speed of the long distance trains./ (557)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to keep the railway stations

including waiting rooms and toilets rooms and toilets clean./ (558)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to reinstate the railway employees whose services were terminated without any inquiry./ (559)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to fill up the large number of vacancies in different categories in railway./ (560)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to prevent unauthorise passengers in reserved compartments./ (561)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to keep railway coaches and lavatories clean./ (562)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to check malpractices in railway booking offices./ (563)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

[Sh. Shyam Lal Kamal]

/Need to reinstate the dismissed railway employees immediately./ (1283)

"That the demand under the Head General Superintendent and Services on Railways be reduced by Rs. 100."

/Need to ensure punctuality in train services./ (1284)

"That the demand under the Head General Superintendent and Services on Railways be reduced by Rs. 100."

/Need to stop malpractices in railway booking offices./ (1285)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to ensure punctuality of Darjeelity mail./ (1286)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide stoppage of N.E. Express at Dalkhola and Alubari Road./ (1287)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide stoppage of Awadh Assam Express at Dalkhola and Alubari Road./ (1288)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

/Need to provide stoppage of the proposed Haldibari-Sealdah tri-weekly Express at Dalkhola, Alubari Road, Harishchandrapur, and Sansi railway stations and make it daily instead of tri-weekly./ (1289)

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

/Need to construct fly-over at Dalkhola and Kishangang over the railway tracks./ (1290)

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

/Need to convert MG railway line into BG from Barsoi to Radhikapur./ (1291)

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

/Need to extend Metro railway from Tollygunj to Garia./ (1292)

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

/Need to connect West Dinajpur District with other parts of the State of West Bengal by rail./ (1293)

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

/Need to construct Balurghat-Eklakshi railway line immediately./ (1294)

SHRIMATI SUSEELA GOPALAN
(Chirayinkil): I beg to move:

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

/Privatisation of catering department by throwing out thousand of workers from their jobs and making the journey of passengers difficult./ (894)

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

/Reduction of workers by 40% which will curtail further job opportunities for youth and throwing our workers from their employment./ (895)

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

/Failure to regularise the services of casual and temporary workers for years./ (896)

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

/Failure to construct new railway lines in the backward areas of India./ (897)

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

/Negligence of a State like Tripura which has no rail link from Agarthala to other parts of the country./ (898)

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

/Failure to provide a Railway Coach Factory of atleast big railway workshops for Kerala / (899)

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

/Failure to provide adequate facilities like waiting rooms, roofing in railway platforms and new buildings at the Railway Stations in Kerala./ (900)

"That the demand under the Head

Railway Board be reduced by Rs. 100."

/Need to improve the conditions of railway wagons and bogies sent to the South especially Kerala./ (901)

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

/Need to supply torch light instead of the kerosene lamp to the workers who are checking the railway lines and bogies to avoid accidents./ (902)

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

/Need to construct the railway line from Nilamber to Ferok in Kerala./ (903)

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

/Need to construed Railway over bridge at Chirayinkil (Sharkara) in Quilon, Trivendrum broad gauge line./ (904)

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

/Need to provide better facilities for passenger from Bombay to Concnin in Jayanthi Janta and to prevent over crowding in the reserved compartments./ (905)

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

/Need to prevent the attack of hooligans in the Jayanthi Janta from Bombay to Cochin and save the passengers from attack and losses of their belongings./ (906)

[Shrimati Suseela Gopalan]

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to provide better facilities at Kadaktavur railway station as demanded by the passengers association./(907)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to provide a stop of Executive Executive Express at Varkala which is a tourist centre./(908)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to provide a new train from Delhi to Trivandrum./(909)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to expedite the renovation work at Ernakulam junction./(910)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to reconstruct the railway stations in Northern Kerala./(911)

"That the demand under the Head Miscellaneous working Expenses be reduced by Rs. 100."

/Need to provide better facilities including roofing for railway platform at Neeleswaram in the Calcut-Mangalore broadgauge line./ (912)

"That the demand under the Head Assets Acquisition, Construction and

/Need to construct the railway bridge in Kayankulam Alleppey railway line at Ambapuram./(913)

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

/Need to provide more funds for Konkan railway for its speedy construction./(914)

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

/Need to provide better facilities for the way side inspectors in the railway line./(915)

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

/Need to construct metre-gauge line from Quilon to Madurai./(916)

SHRI DATTATRAYA BANDARU (Secunderabad): I beg to move:-

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

/Need to stop collection of bed-roll charges for two nights when the same bedroll is used by the passenger of the second night without a change of bed roll./ (1149)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

/Need to ensure punctuality in train services particularly of A.P. Express and Dakshin Express./(1150)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

Need to stop malpractices in railway booking offices./ (1151)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

Need to provide stoppage of Tamilnadu and Kerala Express at Khammam railway station./ (1152)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

Need to increase the production of railway coaches./ (1153)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

Need to replace the old engines, old coaches, old wagons./ (1154)

"That the demand under the head general superintendence and services on railways be reduced by Rs. 100."

Need to create new ways for mobilisation of additional resources in the Railways./ (1155)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need to computerise reservation facility at Khammam railway station./ (1156)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Dem. for grants (Rlys.), 1992-93 and Supply. Dem. for grants (Rly.), 1991-92

Need to withdraw disproportionate unbearable and illogical hike in the fares of season tickets./ (1157)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need to construct an overbridge at Fatehnagar level crossing road in Hyderabad./ (1158)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need to complete the railway electrification works throughout the country particularly in Andhra Pradesh./ (1159)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need for conversion of meter gauge into broad gauge on Kachin-guda, Manmad Line./ (1160)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need for laying of new railway line between Ramagundam and Latur./ (1161)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need to complete the Railway electrification work from Hyderabad to Kazipet./ (1162)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

Need to lay new tracks in South Central Railway Zone./ (1163)

[Sh. Dattatraya Bandaru]

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to construct the foot bridge at Kodur railway station./ (1164)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to complete the Circular Rail System in Hyderabad and Secunderabad twin cities./ (1165)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to withdraw the proposal privatisation of own your coach system./ (1166)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to replace the 2,500 running steam engines./ (1167)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need for conversion of meter gauge into broad gauge on Tirupati Katipadu Line./ (1168)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to retain the name of Pandurampuram station instead of the proposed Bhadrachalam Road station./ (1169)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to provide emergency light at stations./ (1170)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to provide dormitory accommodation for passengers at Khammam railway station./ (1171)

"That the demand under the head operating expenses traffic be reduced by Rs. 100."

/Need to construct rest house for porters at Khammam railway station./ (1172)

"That the demand under the head assets acquisition construction and replacement be reduced by Rs. 100."

/Need to provide sufficient funds for the development of the Khammam railway station./ (1173)

"That the demand under the head assets acquisition construction and replacement be reduced by Rs. 100."

/Need to provide sufficient funds for the development of the Secunderabad railway station./ (1174)

SHRMATI GIRIJA DEVI (Maharaj Ganj): I beg to move:-

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide broad-gauge line between Hajipur-Samastipur-Darbhanga route./ (1270)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to construct a new rail line on Hasanpur and Sakri (N.Rly.)/(1271)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to develop the railway workshop Samastipur./ (1272)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to construct overbridge on river Ganga between Patna Hajipur/ . (1273)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to construct bridge over river Ganga near Bhagalpur and Sultanpur./ (1274)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to convert MC line into BG on Banaras-Chhapra-Sonepur-Hajipur-Muzaffarpur route./ (1275)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to restore the MG line between Daraunda and Maharajan/ . (1276).

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to reinstate the dismissed railway employees./ (1277)

SHRI V. DHANANJAYA KUMAR
(Mangalore): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to constitute South Western Railway Zone with Bangalore as its headquarters./ (1279)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to convert all the metre gauge lines into broad gauge lines./ (1280)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to operate a train during day between Mangalore and Bangalore./ (1281)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to constitute a separate railway division with Mangalore as its headquarters./ (1282)

SHRI GEORGE FERNANDES
(Muzajjarpur): I beg to move:-

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to complete the work on Chittauni-Bagah railcum-road bridge and the railway track as scheduled within three years./ (1299)

"That the demand under the head Railway Board be reduced by Rs. 100."

Need to complete work on the Konkau Railway on schedule by October, 1982./ (1300)

[Sh. George Fernandes]

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to reinstate railwaymen whose services were terminated under Rule 14 (ii) / (1301)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to implement the new rules for recognition trade unions. / (1302)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to chalk out a programme to lay 1000 kms of new railway track every year. / (1303)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to pursue policies that do not lead to unemployment among railwaymen. / (1304)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce "Kullars" in all railway catering service including station platform tea stalls and restaurants run by contractors in order to create or protect the jobs for potters. / (1305)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to introduce handloom cloth uniforms for railway employees and

for the use of handlooms in guest houses, trains etc. to create or protect the jobs of handloom weavers. / (1306)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to take effective steps to check malpractices in railways. / (1307)

SHRI SOMNATH CHATTERJEE
(Bolpur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to re-introduce 404 UP from Bardhaman in Sahabganj loop section of Eastern Railway. / (1308)

SHRI GIRDHARI LAL BHARGAVA
(Jaipur): I beg to move:

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to consider the suggestions of the consumers while fixing the rates of eatables served through railway catering service. / (1309)

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to check the incidents of theft in trains. / (1310)

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to withdraw the increase in second class fares. / (1311)

"That the demand under the head Railway Boards be reduced by Rs. 100."

Need to attach more bogies in Minashi Express leaving from Jaipur./ (1312)

Need to reduce the hike in monthly and quarterly season tickets./ (1319)

"That the demand under the head Railway Boards be reduced by Rs. 100."

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to improve the catering services in the railway./ (1313)

/Need to treat T.T.E. staff of railways as running staff./ (1320)

"That the demand under the head Railway Boards be reduced by Rs. 100."

DR. GUNAWANT RAMBHAU
SARODE (Jalgaon): I beg to move:

/Need to provide better facilities to the passengers of second class./ (1314)

"That the demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to introduce a new superfast train between Bhusawal and Bombay./ (1321)

/Need to lay new railway lines in the backward area of Rajasthan./ (1315)

"That the demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to provide halt of Mahanagari Express, Bombay- Lucknow Express, Guwahati superfast Express, Gitanjali Express and Karnataka Express at Jalgaon station./ (1322)

/Need to provide better facilities of drinking water at the small railway stations./ (1316)

"That the demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to provide adequate amenities to passengers in all the compartments of the train./ (1317)

/Need to reintroduce the suspended 1352 UP Bhusawal- Bombay passenger train./ (1323)

"That the demand under the head Railway Boards be reduced by Rs. 100."

"That the demand under the head General Superintendence and services on Railways be reduced by Rs. 100."

/Need for economy in establishment expenditure./ (1318)

"That the demand under the head Railway Boards be reduced by Rs. 100."

/Need to introduce a new Holiday Express from Bhusawal to Bombay via Khandesh./ (1324)

[Dr. Gunawant Ramehau Sarode]

"That the demand under the head Operating expenses traffic be reduced by Rs. 100."

/Need to provide computerised reservation facility at Bhusawal Junction./ (1328)

"That the demand under the head Assets-Acquisition Construction and Replacement be reduced by Rs. 100."

/Need to construct a railway crossing railway bridge at Bhandula and Fekri gates crossings./ (1335)

SHRI YAIMA SINGH YUMNAM (Inner Manipur): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to employ local people at the railway station at Dimapur./ (1370)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to have reservation quota for Manipuris on pilgrimage from Dimapur railway station./ (1371)

SHRI MOHAN RAWALE (Bombay - South Central): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to increase the strength of Railway Protection Force to ensure safe rail journey./ (1377)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to withdraw hike in monthly season tickets./ (1378)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to withdraw hike in fares of Second Class rail journey./ (1379)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to provide more facilities to make rail journey comfortable./ (1380)

"That the demand under the head Railway Board be reduced by Rs. 100."

/Need to effect utmost economy in wasteful expenditure and reducing the strength of Railway Board./ (1381)

SHRI GANGA RAM KOHLI (Bayana): I beg to move:

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

/Need to stop the Delhi - Bombay super fast trains at Bayana railway station at least for 2 minutes. (1413)

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

/Need to develop the Bayana develop the Bayana railway station. (1414)

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

/Need to provide a loco shed at the Bayana railway station. (1415)

SHRIRAM SINGH KASHWAN (Churu):
I beg to move:-

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to introduce a super fast Express train daily between Delhi and Jodhpur via Ratangarh-Sadulpur. (1416)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to introduce a super fast Express train between Ganganagar and Jaipur. (1417)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to provide reservation facility in 2nd class in Bikaner Mail and Jodhpur Mail for Bombay. (1418)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to provide a two minute halt of Jodhpur Mail at Padihar station. (1419)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to increase reservation quota at Ladnun Sujangarh, Ratangarh, Churu, Sadulpur and Dungargarh stations in Jodhpur Mail, Bikaner Mail and Link Express. (1420)

"That the demand under the Head

General Superintendence and Services on Railways be reduced by Rs. 100."

Need to extend Sikar-Churu passenger train upto Sadulpur (1421).

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to provide stoppage of Link Express at Rampura railway station. (1422)

"That the demand under the Head Repairs and Maintenance of Motive Power be reduced by Rs. 100."

Need to provide diesel engine in Ganga Nagar Express. (1423)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to increase the speed of Ganga Nagar Express running between Ganga Nagar and Jaipur. (1424)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to constrict high level platforms at Chhapar railway station between Ratangarh and Medta Road. (1425).

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

Need to provide manned 'C' class railway crossings between Ratangarh-Ladnun. (1428)

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

SHRI ASTGHIYA PRASAD SHUKLA

(Khalilabad): I beg to move:

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to change the name of Mughalsarai Railway station to Pandit Deen Dayal Upadhyay Station (1430)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to provide work to the retrenched workers by abolishing contact system in Railway at Gorakhpur. (1431)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to allot cultivable land adjoining railway line to the landless farmers. (1432)

"That the demand under the Head General Superintendence and Services on Railways be reduced by Rs. 100."

Need to reduce increase in the fares of all express trains. (1433)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to start a super fast train between Gorakhpur and Allahabad. (1434)

"That the demand under the Head

Need to provide a stop for 5265/5206 at Tinich railway station. (1435)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to provide adequate rail wagons and rakes for transportation of coal to power houses, brick kilns and levy sugar in Uttar Pradesh. (1436)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to run a super fast train from Gorakhpur to Lucknow (1437)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to provide one three tier and two general bogies in 507 Up and 508 Dn from Gorakhpur and Lucknow. (1438)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to connect a A/C Chair Car in Vaishali Express running between Gorakhpur and New Delhi. (1439)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to increase reservation quota in all trains at Basti Station and to provide computerised reservation facilities there. (1440)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to introduce super fast trains of general bogies from all metropolitan cities to the Railway headquarters. (1441)

"That the demand under the Head Operating Expenses Traffic be reduced by Rs. 100."

Need to introduce a train from Gorakhpur to Ratlam. (1442)

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

Need to construct a new broad gauge line from Khallabad to Balrampur via Doharight, Bansgaor, Khajani and Tameswar Nath. (1451)

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

Need to electrify the broad gauge line from Kanpur to Barauni. (1452)

[*Translation*]

SHRI KAMLA MISHRA MADHUKAR (Motihari): Madam Chairman, I would like to thank you for giving me time. The hon. Minister is an old friend of mine. I presume that whenever I was elected to the Parliament, he was also there and whenever I lost the elections, he also lost. I have repeatedly said this thing and I am going to say the same thing again.

[*English*]

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I have not been defeated. (*Interruptions*)

[*Translation*]

SHRI KAMLA MISHRA MADHUKAR: I would like to submit that this Railway Budget is very dangerous for the middle class Government employees and the working class. You have increased the fare of second class. Have you ever thought that distance between two stations is not less than 10 kilometers? you have said that you are not going to increase the fare upto a distance of 10 kilometers, but would increase the fare for longer distances. The fare has been increased by Rs. 25. It will adversely affect the middle class people who are Government employees. I do not oppose the increase in the fare of higher classes, but would like to request that the increase in second class fare should be withdrawn. It has burdened the middle class. The freight charges have already been increased by 7 1/2 per cent. You say that you will check the price-rise. Shri Manmohan Singh is also sitting here. He also says that the price-rise would be checked. Will these increases not affect price-rise? Will it not increase the process further? I am of the view that there will be increase in price-rise and therefore, I oppose this Budget.

15.00 hrs.

Secondly, the sleeper charges of second class, mostly used by the middle class have also been raised by Rs. 5. This will cause a lot of difficulty to the common man. I oppose this. The increase in the sleeper charges should be withdrawn. This Budget is anti-labourer. A lot of debate has already taken place in the Parliament. A lot of discussion has already taken place regarding the reinstatement of workers against whom a tough stand had been taken during the 1980 strike. But you have paid no attention to it. For the last few years, casual labourers are working in the railway workshop at Samastipur under the N. E. Railway. Now, these casual labourers have been removed and contractors have been hired for the work. You should pay attention towards this. The Supreme Court has given a directive that the casual labourers who had continuously worked for 360 days, should be given exten-

[Sh. Kamal Mishra Madhukar]

sion. It seems the hon. Minister has forgotten the directive of the Supreme court. 90 workers are working in Barauni for the last 10 years. But in spite of the directive given by the Court, those workers were retrenched. Some hon. Members drew the attention of the Government towards it and a memorandum was also submitted by the workers. But there is no proposal to reinstate those workers. Similarly, 3500 workers were working in the Samastipur Locomotive Workshop since 1981. Their number has gradually been reduced to 800 by retrenchment. They were being asked to work at Vijaynagar also. Besides this, the surplus work used to be done at Gorakhpur has been stopped because engine repairing, manufacture of passenger coaches, foundry, copper welding and moulding etc. were being done at Samastipur. All these works were removed from there and shifted to Vijaynagar and Gorakhpur. The labourers were shifted to other places from the only workshop in North Bihar. As such, they had to face lots of difficulties. You have never paid attention toward the upgradation of the Samastipur Locoshed. Thousands of workers used to work in this workshop which is located in North Bihar. But, as some of its units have been shifted. It has caused a lot of difficulty to people. A large number of workers have been retrenched. In Bihar, there is a workshop in Jamalpur. Wagons were being manufactured and engines repaired in this workshop. You said that modernization will be done. But no attention was paid to it. You have curtailed the work which was being done there. A number of workers have also been retrenched in the Jamalpur workshop and by this you have increased their difficulties. As a result there of, worker agitations have been going on in North Bihar, particularly in Jamalpur area and they have given memoranda also. But no attention was paid on them. This budget provides for increasing the number of high officials only. It has been done at the cost of class IV employees of the Railways who have been employed. There is no proposal of cutting down the expensed on high officials. You have never thought

about reviewing the rampant corruption prevalent in them. Instead you have closed your eyes from that direction. According to the policy of the Government, one lakh railway workers are going to be retrenched by the year end 2000. What steps the Government is going to take in this regard? The Government is formulating its policies at the instance of the World Bank and the International Monetary Fund, a mention of which has been made by your Finance Minister. You are going to privatise the railways. One of our hon. Members said that the catering service in railways is also going to be privatised. This privatisation will only give way to looting by the contractors and there will be no improvement. Therefore, I oppose this privatisation move.

Railway is the only department in our country, where maximum number of workers work. The railway board has issued a new order that all the recruitment boards should curtail recruitments. Due to this order, 25000 poor and educated youth would not get jobs. Usually 50,000 workers were being recruited. Now half of them will not get jobs. The possibility of recruitment of half their number has also been ruled out. Therefore, your policy is only going to increase unemployment in railways. I oppose this railway budget which increases unemployment.

The increase in the fare of monthly tickets will adversely affects the daily commuters in cities like Bombay and Calcutta. It will affect the Government employees also. Those who have a fixed income will be adversely affected by this increase and they will face difficulties. You should pay attention towards it.

Madam Chairman, this Budget is anti-Bihar. While preparing the Rail Budget, they have neglected Uttar Pradesh and Bihar. After Uttar Pradesh, Bihar has the largest population of 8 crores. They have thought nothing about Bihar. As a result, the entire population of Bihar belonging to different classes, different communities and different section, is opposing this rail budget. Be-

cause Bihar is not going to get any benefit from it. In terms of area also, it is a large State. Therefore, the Government should consider to increase the railway facilities by laying new lines, expanding the broad gauge lines and starting more superfast trains from there. But no attention has been paid to it. That is why, I say that this rail budget is anti-Bihar. It appears as if Rail Budget has been prepared in this manner because there is a coalition Government of the Janata Dal and Left parties in the State. It has neglected all those State, where some other party is in power. It has been considerate to all those States in which the Congress party is in power. But the non-Congress State have been neglected. No railway work is being undertaken in our State.

Patna is the capital of Bihar. But it has no direct rail link with Bangalore, Bhubaneswar, Ahmedabad, and Hyderabad. An historical city like Patna has been overlooked. It is a fact that it is an historical city. No one harm to its interests.

[Translation]

But the capital of Bihar has not been linked with other State capitals. In this regard, I would suggest that the bi-weekly Sabarmati Express which runs between Ahmedabad and Varanasi should be extended to Patna or and another bogie to the train that runs between Delhi and Amersham. Please take a note of this, as you will have to reply to it. It would not make much of a difference.

SHRI C. K. JAFFER SHARIEF: Some people from U. P. had come to meet me in the morning and requested me not to send trains via Bihar, as most of the compartments are badly damaged when the train returns from there...

SHRI KAMLA MISHRA MADHUKAR: You won't succeed in creating a conflict between U. P. and Bihar, by making such statements. Similar arrangements should be made to link Hyderabad, Bangalore and Bhubaneswar with Patna. Muzaffarpur is a

very important commercial centre and the Vaishali Express caters to the needs of the passengers, but there is such a heavy rush in that train and even the camera of Commerce has sent a memorandum requesting the Railways to introduce a superfast train: between Delhi and Barauni Via Vaishali. This is very important. The Government should pay attention towards this matter or else this heavy rush will continue forever.

I would also like to know whether any written orders have been given to T. T. Es, asking them to collect fines upto Rs. 5,000 per month and that their promotions would be stalled and pay withheld, if they fail to do so. Now, thousands of labourers from Bihar go to work in Punjab. They are being looted. This is a grave matter. I feel that if the Government doesn't take any action in this regard it would tantamount to gross neglect of the people of Bihar, especially the migrant workers. Therefore, the Government is requested to take necessary action. Has the Government issued any orders asking T. T. Es to collect fines to the tune of Rs. 5000/-?

Madam Chairperson, as such, there is no train between Muzaffarpur and Bhagalpur. People of the area have been demanding the introduction of trains for a long time. Railway station across the country are being computerized. Why doesn't the Government link Muzaffarpur with the computer network? What is the difficulty? Please do consider whether it is feasible or not?

The hon. Minister of Finance is present in the House. He might be aware that there is a place in Bihar known as Champaran from where Mahatma Gandhi launched a nation wide movement. Those in power chant his name from dawn to dusk but there is no train by his name for the place. Similarly, I have been writing letters and exerting pressure to convert the Muzaffarpur-Narkatiyagan line into broad-gauge and even now, I urge the Government to make allocation in this Budget for the introduction of a train in this region named after Gandhiji. At least this would ensure that people remember his name. I, therefore, request the Government to pay attention in this regard.

[Sh. Kamal Mishra Madhukar]

Similarly, there is need to expedite construction of a bridge over River Gandak at Chhitauni to link U. P. with Bihar. In response to my letter to the Government in this regard I was told that Bihar and U. P. are not giving their share and hence the Union Government is not in a position to build the bridge. The reply that Bihar and U. P. are not co-operating cannot be an excuse. The construction of a bridge at Chhitauni is very essential to link U. P. and Bihar and also from the point of view of commercial and industrial development. I would like to know the time by which it would be completed? If the Government has no such proposal, then let it come out with an explanation. There is a saying in Bhojpuri:— "*Data se som bhala, Pardin deve jawab.*"

SHRI C. K. JAFFER SHARIEF: For your kind information, I would like to say that it would be impossible for the Union Government to take any action unless the U. P. and Bihar Government pay their share.

SHRI KAMLA MISHRA MADHUKAR: You mean to say that Bihar should suffer, just because different parties are in power in Bihar and U. P. Certainly, the bridge would be built once the Congress gains power in both the State. Isn't it? But I think that this dream won't materialize.

SHRI C. K. JAFFER SHARIEF: There is nothing like that. Let me make it clear. It is everyone's responsibility and everyone will work together in this regard I would like to know from those Government, as to why they are not paying their share?

SHRI KAMLA MISHRA MADHUKAR: Why don't you write letters to these State Government? Vaishali is fast becoming a popular tourist spot. It has a glorious past including that of being the first republic. You write to the U. P. Government that it is the long standing demand of the people that a railway line be laid between Hajipur and Bethiah via Vaishali, Sahebganj, Arraj and Paharpur. The M. P. from that area, Shri Shiva Sharan Sinha had raised this matter at

the meeting of the Consultative Committee attached to the Ministry of Railway. I too have been raising this demand for the past many years. In your reply, it has been stated that the Railways do not have adequate a funds for this project, but the railway network is being expanded. Does the Railways have any welfare objective or is it motivated by purely commercial objectives? If it has no welfare objective, let me tell you that is commercially viable and you can go agreed with it. I am glad that both the Minister of Finance and the Minister of Railways are present in the House. Therefore, what I mean to say is that,..... I will take only two more minutes.

Darbhanga, Samastipur, Raxaul, Nirmoli, Jhanjharpur etc. in northern Bihar are border areas. It is very important to expand the railways network in this area. Not only this there is need to speedily implement the decision to lay broad-gauge lines in the area to ensure the fast expansion of railways. Please give an assurance to the effect that this project would be sanctioned. I would also like to add here that the railway policy of the Government is in consonance with the policies formulated by the World Bank and the I.M. F. and those policies are making their debut with the Railways. Shri Manmohan Singh is laughing: you have the right to speak, so do we. However, these policies are anti-workers. A striking example in this regard is the fact that instead of regularising the services of the casual workers, the Railways have chosen to select more workers for their expansion programme. This has happened in Barauni and in Samastipur. Please rectify these policies and strengthen the existing railway services, for they are the lifeline of the country. We oppose these policies and lastly, I would like to say that the Government should withdraw the hike in second-class railway fares. Please make an amendment in this Budget. We are confident that you will do it. You wanted the MPs to express their opinion and we did so. We are confident that you will accept this suggestion, as you understand the pulse of people and are in a position to provide solutions to their problems. Therefore, you should with-

draw the increase made in the II class fare. The increase in cost of monthly season tickets should also be withdrawn. The increase in the cost of suburban railway journeys should also be withdrawn. You should drop this anti-labour and anti-Bihar policy. More expansion of railways would be done in Bihar, so that the people of the state could feel that our Railway Minister Shri Jaffer Sharief is actually a gentleman and according to his name, he has given a good rail budget for Bihar. How can we call him a gentleman if he neglects Bihar. Although, I accept that he is a gentleman, but it is all the more necessary that he should act like one. Nothing can be gained by just talking.

SHRI MOHAN RAWALE

(Bombay-South Central): Mr. Chairman, Sir, today, near about one crore people of our country travel by trains. Out of them, 60 per cent people travel by suburban trains. 11 lakh people in Calcutta, 4 1/2 lakh in Madras and 45 lakh in Bombay travel by suburban trains. In the year 1951 the population of Bombay was 30 lakh and 8 lakh people used to travel by suburban trains. Everyday, near about 300 families reach Bombay from other places to earn their livelihood. Today, the population of Bombay has crossed one crore limit. As compared to 1951 figures the number of people using the suburban trains in Bombay today is six times more. These people travel from V.T. and Churchgate to Kalyan and Virar. In this way, the Bombay city is giving maximum income to the railways. But, by increasing the cost of monthly season tickets, the Railway has shown a step-motherly treatment with the Bombaites. There has been a 17 per cent increase in the fare between Bombay and Delhi whereas the increase in ticket fare in Bombay is 50 per cent. The cost of monthly season ticket between Churchgate and Bihar (a distance of 50 kilometers) in 1968 was Rs. 14.55, which was increased to Rs. 60 in 1988, Rs. 83 in 1991 and now the Railway Minister has increased it to Rs. 116. The fare upto Boraili a distance of 30 kilometers was Rs. 10.60 in 1968, which was increased to Rs. 47 in 1988, Rs. 64 in 1991 and now Rs. 97 in 1992. Similarly, the fare from Boribunder to Thane

a distance of 30 kilometers, was Rs. 10.35 in 1968, which was increased to Rs. 47 in 1988, Rs. 64 in 1991 and now it has been increased to Rs. 97. This is a very surprising increase. The cost of monthly season tickets has been increased, but no attention has been paid towards passenger amenities. Even though, 45 lakh people in Bombay travel by suburban trains, the number of trains has not been increased for them. Nice bogies are attached to a train and they have a capacity of carrying 1730 passengers, but near about 4000 passengers travel in them. This gives more income to the railways. Whenever a demand is made to increase the number of trains, God knows from where the Government collects figures and says that suburban trains are not entreprising. Today, these suburban trains have become so crowded that the people are forced to hang on door steps and sit on the roofs of the trains. This results in a number of accidents and many lives are lost. This rail budget is going to cause more hardship for the weaker sections of the society, which is already hard up due to price-rise. The Suburban trains give profit to the Government. In foreign countries, the Governments provide subsidy to them accepting it as their social duty and attention is paid towards passenger amenities.

Madam Chairman, it is very necessary to run the trains on time and to increase their speed. Often, the trains slow down at railway crossings and the time is wasted. Overbridges should be constructed at the railway crossings, so that the trains can run at full speed and save time. A number of accidents also take place at railway crossings. Mobile ambulances should be provided within every 5 kilometres. Relatives of the injured should be informed immediately. The number of ladies coupe in 1st and 11nd class should be increased. Women constables of R. P. F. should be deployed at each ladies' coupe so that incidents of goondalism, eve-teasing and pick-pocketing can be checked, often the fans in railway compartment are out of order. So they should be repaired. Due attention should be paid towards the cleaning of stations. Beggars should be removed

[Sh. Mohan Rawale]

from there. Attention should be paid towards the cleaning of toilets at stations also. Superfast and mail trains be continuously run from Borivalli at every 3 minutes on different tracks. In 1975, there was a scheme for construction of metro railway in Bombay. But God know what happened to it. If the metro railway is constructed, it will reduce the crowd of passengers. Now parallel western and central railway train tracks should be started.

Petrol worth Rs. 60 crore was stolen from the rail wagons in Igatpuri. The Indian Oil Corporation has made a claim on the railway in this regard. What is the value of that claim and how it has been paid? Whether any investigation was made in this regard and what was its outcome? What action was taken against those railway employees who were found guilty of this theft?

Goondalism and pick-pocketing in suburban trains take place under police protection. The police and the goondas, the pick-pockets are hand in glove and save each other's interests.

According to the Minister of Railways, the vacant land of railway will be used for commercial purposes and this scheme will start from Bombay. Since when this scheme is going to be started. The money earned from this scheme should be spent on the development of Maharashtra and Bombay.

Earlier, the people used to express concern over the increasing railway fares, but the excessive increase this time has angered the people and rail-ricko agitations have started. Several rail bogies were burnt. Trains were cancelled for several days and people had to face a lot of difficulty.

The Government is not paying any attention towards the reaction which took place in the entire country after presentation of this railway budget.

Goods trains move on a slow speed. Their speed must be increased. It is cheaper to transport goods by trains than by trucks

and it gives more income to the railway also. If the speed of goods trains could be increased to the extent that one day could be saved after every 10 days, the railway could get an extra income of Rs. 500 crore every year.

The place having railway facility has developed fast in the world. The Konkan railway, which will pass through four States, will provide benefit upto Kanyakumari. The mineral wealth of Konkan can also be transported from one state to another State. This will help in development of tourism also. The Konkan area is known as second California and we can earn a lot by developing tourism there. Immediate attention should be paid towards the development and expansion of Konkan railway. The rate of interest on Konkan railway bonds is 9 per cent and the Commission is 15 per cent. In fact, the rate of interest should have been more and the commission less. The Government of Goa has sanctioned the Konkan railway project, but it was uncalled for on the part of the transporters to oppose. Without coming under any pressure, action should be taken in this regard. If the work is stopped now, its cost will escalate in future. I would like to request that maximum funds should be provided for the Konkan Railway Project. This amount can be recovered from the Konkan railway later. If the rate of interest on Konkan railway bonds is increased, we can mobilise more funds.

The quality of our railway bogies would be brought at par with the international standard. This will give rise to production and we can earn foreign exchange also. We have got an invitation to improve the railway system in Africa and we should accept it.

400 kilo calory tonnes of energy per kilometre is used in transporting goods by trucks, whereas 26 kilo calory tonnes of energy per kilometre is used in transporting goods by trains. 50 per cent of the goods are transported through trucks and tempos there days.

If coal, pig iron, cement, petroleum products and other chief industrial goods are

transported by railways, it will give more profit to the railways and it will prove convenient for the transporters also. The expenditure on transporting goods through railway is less. The speed of goods trains can be increased by constructing stronger bridges and strengthening the rail tracks by laying concrete sleepers and if we can shorten the time of travel even by one day from 10 days, it will give an additional income of Rs. 500 crore every year.

Accidents take place frequently on the bridge on a Apines road in my area because the bridge is very narrow. Several persons have died including the some rail passengers in the accidents on that bridge.

Bombay Municipal Corporation does not have sufficient money to widen it and it may also take ten to twenty years to remove the nearby buildings. So it is necessary to construct on the both side of the bridge for pedestrians as it has been constructed on Churney Road Station. How many Meharstrians are there in Konkan Railway Corporation on the post of assistant engineers and junior engineers? Is new recruitment is uade according to railway board narms or not? How many officers and employees have been appointed in Konkan Railway Corporation?

Thanks for giving me time.

[*English*]

MR. CHAIRMAN: Now Private Members' Business.

Shri Syam Bihari Misra.

15.31 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Fifth Report

[*Translation*]

SHRI SYAM BIHARI MISRA (Bilhaur): I beg to move:

"That this House do agree with the Fifth Report of the Committee on Private Members' Bill and Resolutions presented to the House on the 11th March, 1992."

[*English*]

MR. CHAIRMAN: The question is:

"That this House do agree with the Fifth Report of the Committee on Private Members' Bill and Resolutions presented to the House on the 11th March, 1992."

The motion was adopted.

15.32 hrs.

INDIAN SUCCESSION (AMENDMENT) BILL*

(Amendment of Section 213)

[*English*]

PROF. K. V. THOMAS (Ernakulam): I beg to move for leave to introduce a Bill further to amend the Indian Succession Act, 1925.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill further to amend the Indian Succession Act. 1925."

The motion was adopted.

PROF. K. V. THOMAS: I introduce the Bill.