

demanded by our hon. Chief Minister as early as possible.

Irregularities in Department of Youth Affairs and Sports, particularly in Indira Gandhi Indoor Stadium

श्री जनार्दन यादव (बिहार): उपसभाध्यक्ष महोदय, मैं आपके माध्यम से सरकार का ध्यान नेहरू युवा केन्द्र संगठन, ईस्ट प्लाजा एवम इंदिरा गांधी इंडोर स्टेडियम, नई दिल्ली में व्याप्त कुप्रीतियों तथा अपने भवनों के क्षेत्रों को योग्य स्थानों पर बैठाने के लिए जो प्रयास चल रहा है, उसकी ओर आकृष्ट करना चाहता हूँ।

महोदय, उसी मंत्रालय ने युवा कार्य एवम खेल विभाग के अंतर्गत जिल्ला स्तर पर संवर्ग प्रथम श्रेणी के राजपत्रित पदों पर कार्यरत पदाधिकारी विगत 18 वर्षों से युवा संवर्ग के पद पर ही बने हुए हैं जबकि इनकी सेवा की संपूर्ण लोक सेवा आयोग के द्वारा कर दी गई है। 1989 में भारत सरकार के इस संवर्ग में प्रथम श्रेणी का पदाधिकारी घोषित किया गया है। उच्चतम न्यायालय ने भी 1994 में ही द्रिब्यूनल के इस फैसले को मानते हुए इन्हें भारत सरकार में सामंजस्य का फैसला दिया है किन्तु दुख है कि पांच महीने बीत गए हैं अभी तक उन पदाधिकारियों की अधिसूचना नहीं हुई है।

मैं आपके माध्यम से अवगत करना चाहता हूँ कि जल्दी से जल्दी उन पदाधिकारियों को दिए गए पदों को अधिसूचित किया जाए, उन्हें पद दिए जाए तथा इन संगठनों में जो प्रगति है, जो गतिविधि है, जो परिवारवाद है, उसको सम्मिलित करके इस विभाग द्वारा इस देश के नौजवानों को लान पड़ना चाहिए।

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): The House is adjourned for lunch till 2.35 P.M.

The House then adjourned for lunch at thirty-seven minutes past one of the clock.

The House reassembled after lunch at forty-four minutes past two of the clock,

[The Vice-Chairman (Shri Suresh Pachouri) in the Chair.]

I. THE BUDGET (RAILWAYS) 1995-H

II. THE RESOLUTION APPROVING CERTAIN RECOMMENDATIONS CONTAINED IN THE NINTH-

REPORT OF THE RAILWAY CONVENTION COMMITTEE, 1991.—(Contd.)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Vice-Chairman, Sir, I am grateful to you for giving me this opportunity. Sir, the Standing Committee of Parliament on the Railways has brought out a report on the demand for Grants after a detailed study. I am grateful to them for their valuable suggestions. However, on certain basic issues, I would like to clarify the stand taken by the Government. The Committee has considered it obligatory on the part of the Railways to develop an all-India transport system and a railway network throughout the length and breadth of the country including the 'inaccessible tribal areas. For this purpose they have recommended that the Railways should undertake a study *sou moto* to identify backward and tribal areas and prepare plan for their development as part of an important social obligation. Railways are not the only means of transport. Roads are also another important means in this respect. As such, an overall view of the transport infrastructure has to be taken by the Planning Commission for better integration and coordination with overall planning for development of areas. The role which the Committee wants the Railways to play is more or less being served. This would be evident from the fact that during the last two decades, the Railways have constructed 2200 kilometres of railway lines in the backward and tribal areas. In addition to this, the Railways have also surveys for 74 lines totalling 7280 kilometres at the instance of the State Governments, other Ministries and representatives of people, during the last two decades. But, construction of such projects could not be undertaken for want of funds. As regards freezing of ongoing new line projects, the

'basic reason which forces the Railways to freeze certain projects is the acute resource constraint. This would be

demanded by our hon. Chief Minister as early as possible.

Irregularities in Department of Youth Affairs and Sports, particularly in Indira Gandhi Indoor Stadium

श्री जनार्दन यादव (बिहार): उपसभाध्यक्ष महोदय, मैं आपके माध्यम से सरकार का ध्यान नेहरू युवा केन्द्र संगठन, ईस्ट प्लाजा एवम इंदिरा गांधी इंडोर स्टेडियम, नई दिल्ली में व्याप्त कुपितियों तथा अपने भवनों के क्षेत्रों को योग्य स्थानों पर बैठाने के लिए जो प्रयास चल रहा है, उसकी ओर आकृष्ट करना चाहता हूँ।

महोदय, उसी मंत्रालय ने युवा कार्य एवम खेल विभाग के अंतर्गत जिल्ला स्तर पर संवर्ग प्रथम श्रेणी के राजपत्रित पदों पर कार्यरत पदाधिकारी विगत 18 वर्षों से युवा संवर्ग के पद पर ही बने हुए हैं जबकि इनकी सेवा की संपूर्ण लोक सेवा आयोग के द्वारा कर दी गई है। 1989 में भारत सरकार के इस संवर्ग में प्रथम श्रेणी का पदाधिकारी घोषित किया गया है। उच्चतम न्यायालय ने भी 1994 में ही द्रिब्यूनल के इस फैसले को मानते हुए इन्हें भारत सरकार में सामंजस्य का फैसला दिया है किन्तु दुख है कि पांच महीने बीत गए हैं अभी तक उन पदाधिकारियों की अधिसूचना नहीं हुई है।

मैं आपके माध्यम से अवगत करना चाहता हूँ कि जल्दी से जल्दी उन पदाधिकारियों को दिए गए पदों को अधिसूचित किया जाए, उन्हें पद दिए जाए तथा इन संगठनों में जो प्रगति है, जो गतिविधि है, जो परिवारवाद है, उसको सम्मिलित करके इस विभाग द्वारा इस देश के नौजवानों को लान पड़ना चाहिए।

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): The House is adjourned for lunch till 2.35 P.M.

The House then adjourned for lunch at thirty-seven minutes past one of the clock.

The House reassembled after lunch at forty-four minutes past two of the clock,

[The Vice-Chairman (Shri Suresh Pachouri) in the Chair.]

I. THE BUDGET (RAILWAYS) 1995-H

II. THE RESOLUTION APPROVING CERTAIN RECOMMENDATIONS CONTAINED IN THE NINTH-

REPORT OF THE RAILWAY CONVENTION COMMITTEE, 1991.—(Contd.)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Vice-Chairman, Sir, I am grateful to you for giving me this opportunity. Sir, the Standing Committee of Parliament on the Railways has brought out a report on the demand for Grants after a detailed study. I am grateful to them for their valuable suggestions. However, on certain basic issues, I would like to clarify the stand taken by the Government. The Committee has considered it obligatory on the part of the Railways to develop an all-India transport system and a railway network throughout the length and breadth of the country including the 'inaccessible tribal areas. For this purpose they have recommended that the Railways should undertake a study *sou moto* to identify backward and tribal areas and prepare plan for their development as part of an important social obligation. Railways are not the only means of transport. Roads are also another important means in this respect. As such, an overall view of the transport infrastructure has to be taken by the Planning Commission for better integration and coordination with overall planning for development of areas. The role which the Committee wants the Railways to play is more or less being served. This would be evident from the fact that during the last two decades, the Railways have constructed 2200 kilometres of railway lines in the backward and tribal areas. In addition to this, the Railways have also surveys for 74 lines totalling 7280 kilometres at the instance of the State Governments, other Ministries and representatives of people, during the last two decades. But, construction of such projects could not be undertaken for want of funds. As regards freezing of ongoing new line projects, the

'basic reason which forces the Railways to freeze certain projects is the acute resource constraint. This would be

evident from the fact that the shelf of existing sanctioned projects for construction of new lines is around Rs. 4500 crores, whereas the budgetary assistance made available to the Railways is in the region of Rs. 200 crores. The Committee has said that freezing of ongoing projects can be justified only when there is acute constraint and there is no way cut. I totally agree with the Standing Committee's views in this respect. The Railway Reforms Committee had clearly said that a review should be done by the Railways and it should freeze those lines which do not serve any specific purpose and are not required for movement of traffic until other high-priority projects are completed. The Railways have consistently been following these guidelines and in this context the Standing Committee's proposal, either to lay down a criteria for freezing projects or a joint review with the Planning Commission, would not serve any useful purpose. However, during the past year, the reviews in this context had been done by the Ministry of Railways and the following projects were defrozen: Eklakhi-Balurghat and Kapadvanj-Madasa. The Standing Committee has recommended setting up of a high-powered Committee comprising representatives from the Ministry of Railways, the Planning Commission, the Ministry of Finance and representative of the people and the State Governments, to decide upon taking up new-line projects. I would like to emphasize here

that the present procedure for taking up new-line projects also fulfills what the Standing Committee had proposed. The Ministry of Railways, the Planning Commission and the Ministry of Finance, as well as the Ministry of Programme Implementation are involved before new-line projects costing more than Rs. 50 crores are cleared.

The Committee have commented that the construction of new lines appears to be a low priority item in the Railways'

Investment Plan and have stated that the target for 1995-96 is as low as 17 kms. I am afraid that this target of 17 kms. for 1995-96 has been quoted totally out of context whereas the actual length of new lines to be opened during 1995-96 is as high as 697 kms. which was conveyed to them and which I would like to elaborate for the convenience of the Members of this House. The target for 1994-95 as fixed was 155 kms. and for 1995-96 it was projected as 165 kms. Funds were provided accordingly. However, in 1994-95, the Railways could open 80 kms of new line for reasons beyond their control. While work has largely been completed on all the remaining lines targeted for 1994-95, due to unexpected problems in tunnel No. 23 on Koraput-Raygada line, the National Highway diversion on Beas-Goindwal line and the portion under agitation on Laxmikantpur-Namkhana line, the commissioning of these lines has been shifted to the first quarter of 1995-96. During 1995-96, the original target was 165 kms. The lines targeted for completion were: (a) Angul-Maneswar of Talcher-Sambalpur line (139 kms), (b) Jughopha-Goalpara of Jughopha-Guwahati line (17 kms), and (c) Nischintpur-Kakdwip of Laxmikantpur-Namkhana (9 kms). Due to reduced outlay, the funds required for completing items (a) and (c) above could not be provided in 1995-96. As such, the target had to be reduced to 17 kms comprising item (b) above. However, we will be completing 697 kms including the slippage of 1994-95. The following new railway lines will be completed in 1995-96: (a) Jughopha-Goalpara (17 kms), (b) Laxmipur-Raygada of Koraput-Raygada line (102 kms), (c) Karanjah-Nischintpur of Lakshmikantapur-Namkhana line (8 kms), (d) Beas-Goindwal (27 kms) and (e) Veer-Udipi section of Konkan Railway (543 kms.).

Regarding gauge conversion, I am glad to find that the Standing Committee have favoured achieving the objective of having a unigauge system for the country

as a whole, but have pieced this opinion with a proviso that this objective should be achieved without creating infrastructure imbalances as at present. The Committee have also mentioned about the sudden shift in the policy of gauge conversion during the VIII Plan -w period. I would like once again to take into confidence the Members of this House regarding the context under which the Railways made unigauge project as an important thrust area beginning from 1992-93 onwards.

When the metre gauge lines were planned in this country, commencing from the second half of the 19th century, they had a certain relevance and objectives to be achieved. But over a period of time, their relevance got diluted. Though on 1.4.1992, the metre gauge constituted 38% of the total Hlometrage of the Indian Railways system, it carried only 9% of freight traffic and 16% of passenger traffic. The system was a liability for the Indian Railways as the operating ratio for the metre gauge system was 171% as against 81% for broad gauge. This meant that the loss on metre gauge system had to be subsidised from the profit on broad gauge and thereby making the user pay more. Inherent delays, damages and deficiencies, etc., to consignments at the break of gauge points also made rail haulage comparatively uncompetitive *vis-*
^M-vis the road sector.

* Further, a lack of investments in the metre gauge system had made it a low productivity system, which can be gauged from the fact that 5,000 Kms. of track and 30% of coaches and 20% of wagon on the MG system had become overdue for replacement. While the metre gauge was a liability for the Railways, the areas served by it remained backward and no
"major industry or investor was ready or willing to invest in such areas because of higher cost of haulage, delays and damages intranshipment which made such investment unviable.

The declining budgetary support during - the VII and VIII Plans meant that very little money was available for system expansion and had we continued with the same policy, the lack of transport capacity of Indian Railways would have definitely come in the way of increased industrial activity in the country which is taking place as a result of the process of economic liberalisation of our Government. While on the one hand, system expansion would have suffered, on the other hand, the available resources would have gone into sustaining the metre gauge system at its low-productivity levels. Thus, a very innovative way of coming out of this bad situation was found, basically, by diverting funds meant for metre gauge system for doing conversion of certain MG routes which would add to the capacity of the system. Thus, the twin objective of increasing the capacity of the system and improving its efficiency at the same time is being achieved by the unigauge project. Several new North-South and East-West routes, besides those in the N.E. Region, have become available or would become available. For example, Kandla-Bhatinda, Delhi-Ahmedabad, Bombay-Miraj-Hubli, Madras-Tuticorin, Secunderabad-Purna Khandwa-Ajmer, Guntakal-Gunter. Hospet-Vasco da Gama, Muzaffarpur-Raxaul. etc.

The need for providing adequate funds for this project during the last three years would be appreciated by the hon. Members on the logic that there is an overriding need to complete the gauge conversion of the route once it is broken up so that the inconvenience to our users is minimised and the Railways start getting the benefit on their investment at the earliest. The response which this programme has generated among our users and the nation as a whole has been overwhelming and far outweighs the marginal inconveniences it may have caused in the process of being achieved.

The wholehearted support the programme has received from all concerned as well as from the hon. Members of this House is an indicator of its usefulness and I am sure, the Members of this House* will join me in conveying our appreciation for the excellent work done by the Railway administration and all concerned in this regard and in achieving a gauge conversion of nearly 4,800 km. during the last three years.

Sir, I will now come to another important aspect in which Members of the Left Front, particularly from West Bengal, are interested.

Sir, there has been a lot of uninformed criticism about the policy of the Railways in respect of procurement of wagons. The planning for acquisition of wagons is a need-based exercise which takes into account the transport output required to be produced and the efficiency of utilisation. The system is visualised to function more or less on a uniform loading pattern with marginal seasonal surges. In case the peaking is very distinct in the range of 15% or to, the system cannot take it. If 15% peaking were to be provided for on 1993-94 performance, it would require an extra expenditure of Rs. 300 crore for additional wagons and, correspondingly, Rs. 110 crore for additional locomotives.

In addition, this will require commensurate facilities for maintenance including staff which meant additional investment in workshops and sheds, etc. This also will require substantial investment in line capacity and terminal capacity. This capacity would remain underutilised for a larger part of the year. However, the Railways would plan procurement of wagon* in such a manner so that, the additional wagons acquired every year become available during the peak season. In this respect, under the "own your wagon scheme", more than 4,000 wagons have been ordered and another 6,000 to 7,000 wagons are likely

to be ordered which would augment fleet of wagons to lift the peak-time traffic. I am sure, the Members from West Bengal and Bihar would be able to appreciate it.

...(Interruptions)....

SHRI MD. SALIM (West Bengal): Sir, the meeting which took place about procurement of wagons, set some norms and within two days they changed it. I want to know whether you will procure wagons from private parties or open tenders or the Wagon India Limited. So, please throw some light on it. ...{Interruptions}...

SHRI DIPANKAR MUKHERJEE (West Bengal): Just listen to the question which relates to the report from the Ministry of Coal. The Ministry of Coal had informed in writing that they "I shortage of wagons. On fertilizers, 10a show you Preat cuttings. The fertilizer and cement industries are complaining about wagons. It is because you have no money and that is why you are not procuring wagons or wagons are not required? Would you kindly clarify this fundamental question?

SHRI C.K. JAFFER SHARIFE: Please bear with me Sir, the wagon requirement is mostly in the coal sector. Fortunately, I have served both in the Ministry of Coal and the Railways. I know about both the sides. Generally, coal is produced during winter season. Coal can't be produced, can't be kept in the pits in summer because of fire and it is difficult to produce coal during monsoon. Therefore, it is produced only during winter, i.e. the peak season and the load is very heavy. Unfortunately, this year, early winter, the coal sector did not produce. Had they produced, in fact, the situation would have been different. I had personally, day and night, monitored the stock position in the power houses. If there is no power, if the power houses do not produce electricity

...(Interruptions)....

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Please, don't

interrupt. Let him speak
...(Interruptions)....

SHRI MD. SALIM: Kindly permit me. During the winter season, inresponse to a Question in this House, the Coal Minister, your colleauge, answered that during November to march this year, 1994-95, they had not got the required number of wagons against their indent.

SHRI C.K. JAFFER SHARIEF: That is what I was telling you. The winter does not start in November. November is the peak winter.. Winter starts from September onwards itself. So, ...(Interruptions).... If you continue to interrupt me, then the flow of thoughts will go.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Let him continue.

SHRI C.K. JAFFER SHARIEF: Please bear with me. I am not hiding any fact. If there is something which I should conceal from you, then I will conceal it. Let me apprise you. ...(Interruptions)....

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): No interruptions, please.

SHRI JIBON ROY (West Bengal): You should supply wagons to the Ministry of Steel also ...(Interruptions)....

SHRI C.K. JAFFER SHARIEF: Sir, the problem was that in the early winter, the coal sector did not produce. Infact, if I had not taken adequate care to coordinate between all the three sectors, my friend, the Power Minister is sitting here, he would tell about the position of the power houses, it will tell upon the entire economic growth and you can't expect any agricultural production or industrial production, let alone other things. So, it will reflect on the entire economic sector. Therefore, Sir, I personally monitored it. There was half-a-day's coal, there was one day's coal, there was two day's coal, now we have built it up to eight to ten day's coal in the power houses. ...(Interruptions)....

SHRI DIPANKAR MUKHERJEE:
What about fertilizers?

SHRI C.K. JAFFER .SHARIEF: That is what I am saying. Regarding fertilizers, etc., you should also understand the other point. The Railways always lived on the core sector. Now, the pattern of traffic has also changed. Earlier, we used to carry a lot of foodgrains from North to South. Now, it is not required. Tamil Nadu and Andhra take care of the South.

Earlier we used to carry more cement from the South to the North. Now that is not the situation. So, the traffic pattern also has changed and the lead has come. In a way, that is a loss to the railways. So, it is not a question of not giving orders to the wagon industry. I had very clearly suggested last year itself when there was this hue and cry when in our own coach production units — ICF at Madras, RCF at Kapurthala and BEML at Bangalore in my own constituency—the industrial labour had taken out a procession, that I am not sympathising with them, whereas I have gone out of the way to help them. Sir, I must tell you today, and I ask the Members who are the policy-makers, that they should decide. You cannot go on saying everything in the same breath. On the one side, you say, "Do not touch fare and freight. You want to be very popular with the people." On the other side, you say, "We want lines, we want trains." You also say, There should be electrification." Again you say, "We want more wagons because all things are dependent on railways." ...(Interruptions).... You cannot have everything at a time. (Interruptions) That is what exactly we are doing. Then you must agree to this. ...(Interruptions)....

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Please do not interrupt. Please listen to his reply. After that you can ask. ...(Interruptions).... If you interrupt like this, nothing would go on record. Yes, Mr. Minister.

SHRI C.K. JAFFER SHARIEF: Sir, I would humbly submit that it is not a question of the Minister. All right, we all belong to some political parties; You can defeat me; you can argue my points and all that. But, in the process, let us not defeat ourselves. It is in the interest of development of the country; it is the progress of the country; it is the prosperity of the country. Without making any profits you cannot keep any system alive. Let us be very sure about it. Infact, everybody says this. You know it and we also know it. Since we are going in for elections we must keep up the pace of development and, at the same time, we should not burden the people. Sir, we have taken a very rational rate of 7%. Somebody said, 7% is going to cause inflation. I would ask, let them draw the line. Let us remain at the zero per cent rate. Them do not ask anything. We cannot go on talking both ways. We have to draw a line. After all, people also under-stand it. Talking* on party-lines is a different issue. Now you have the television here. People watch as to what are we talking. There are people who are innocently swayed by these and there are also people who think. It is, therefore, ...*(Interruptions)*.... Sir, I am assuring the Members of the Left Front that they should not have any anxiety. I am equally concerned about the" industrial labour, that we must protect their interests. I have told the wagon industry ...*(Interruptions)*....

SHRI JIBON ROY (West Bengal): Sir, if you permit me for one minute...

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Only one minute.

SHRI JIBON ROY: The Steel Authority of India Limited, in consultation with the RaUway Ministry, invested Rs. 153 crores in modernising the Wheel and Axle Plant af Durgapur. The Railways are supposed to give orders to the Durgapur Steel' Plant for their

Wheel and Axle Plant. Now they are saying, "It is market economy, you cannot expect that orders whould be given to the Durgapur Steel Plant." But, Rs. 153 crores have been invested. Is this the way you are doing? ...*(Interruptions)*....

SHRI DIPANKAR MUKHERJEE (West Bengal): Sir, only one point ...*(Interruptions)*.... It is not only the Left Front and West Bengal. If the wagon industry collapses, it is not only for West Bengal, it is a national loss so far as the Government of India is concerned.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIFE) Sir, the argument is like tailor's shop, whether I have ...*(Interruptions)*....

SHRI JIBON ROY: What is the package? ...*(Interruptions)*.... This is the subject ...*(Interruptions)*.... This is the I question.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): No further question, please. You have already asked. Nothing will go on record. Yes, Mr. Minister.

SHRI C.K. JAFFER SHARIEF: Sir, I have categorically assured that we will protect the interests of the wagon industry. What I was trying to tell is that the wagon industry should also think of certain areas of diversification; they must. Somehow, if I do "not place orders ...*(Interruptions)*.... wagons, they must also think of somehting else. I have told our Railwway production unit themselves, our own manufacturing units, "You go and get something else." And they have got it. If people do not want to go to the market to find out the things of diversification, if they expect that they are dependent on the Railways and the Railways should keep on investing money, Yes, I will certainly yield. With the enlargement of the network, our requirement is going to be more and where will be go? We will go to the same wagon industry. We will not go

elsewhere. There is no question of
 ..(Interruptions).... Please bear with me
 Now, my friend made point saying that
 the Durgapur Plant has been modernised and it
 has increased its capacity. Good. We were
 importing. Our indigenous Durgapur is Durgapur
 and the Wheel and Axle Plant at Bangalore.

SHRIJIBON ROY: ^...(Interruption)...

THE VICE-CHAIRMAN (SHRI
 SURESH PACHOURI): Mr. Roy, no, let him
 complete.

SHRI C.K. JAFFER SHARIEF: I am saying
 what you are saying; I am saying the
 something. Modernisation and expansion
 certainly help. We will not import, we will buy
 from here. Sir, today, I must tell you one more
 thing. With the liberalisation policy and the
 way the third world countries are coming up, I
 have been telling my administration, and I am
 happy to tell you today in the House,—let us all
 think above India or India's technological
 advancement or India's experience,
 particularly in the railway sector, which one of
 the largest sectors, the third world countries are
 looking at us thinking that we will be able to go
 and help them in their development. This is
 where I need more of technological
 upgradation, more or modernisation, more of
 building of our capacity so that not only we
 use them for ourselves but even export to help
 the other countries. In fact, the Central Asian
 countries—the other day the Iranian President
 came here; they want us from here to go to
 Afghanistan, then to Iran and then to Central
 Asia. They do not want to go to Europe, they
 want to come here. That is why we are trying...

SHRI JAGESH DESAI
 (Maharashtra): If there are no orders, how are
 you going to revive them? ...(Interruptions) If
 they are made to die, how are you going to
 revive them? That is a very laudable
 objective...(Interruptions)...

SHRI C.K. JAFFER SHARIEF:
 Permit me to raise that(Interruptions)

SHRI GURUDAS DAS GUPTA:
 (West Bengal): We are not discussing the
 Economic Policy; that we shall do during the
 discussion on Budget. We are
 discussing a specific decision of the
 Government, either to increase or to
 decrease or to maintain at the same
 strength the order that they are likely to place
 for wagons with nationalised and private
 sector of the country. My point is very simple:
 Would you kindly spell out the volume of
 order that the Railway Board is likely to
 place for these wagons? You speak in terms of
 that. You speak concretely. Philosophy is the
 philosopher; but the Ministers are to apply
 their mind to implement the policies of
 the Government. We are discussing that. Let
 us know from the Minister as to what the
 volume of order for wagons is which they are
 likely to place with the nationalised sector and
 the private sector for the year 1995-96. That is
 all.

SHRI C.K. JAFFER SHARIEF: Sir, I
 am very much surprised by the argument
 of my esteemed friend Shri Gurudas Das
 Gupta. Let us go through all the debates.
 When they are not confining to what they
 have said, when why should they ask me
 to confine? After all, when you stretch a
 little bit to create an impression, one has
 to justify the argument. I am not a
 philosopher to make any philosophic
 speech. I am only justifying that, that is
 all, nothing more than that. For his
 benefit, I have already said about the
 orders we are placing, not only under
 Own Your Wagon Scheme but even from
 the railway side. Sir, coming to RCC
 recommendations to the Government, the
 Railway Convention
 Committee.... (Interruptions)

SHRI GURUDAS DAS GUPTA: What is
 the volume?

SHRI C.K. JAFFER SHARIEF: I have
 already said it.

SHRI GURUDAS DAS GUPTA: What is that?

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): He is trying to explain, let him reply.

SHRI GURUDAS DAS GUPTA: Thousands of workers are affected. Therefore I would like to know what the order is.

SHRI C.K. JAFFER SHARIEF: You were not there. I am repeating it for your record.

SHRI DIPANKAR MUKHERJEE: I had written a letter to you.

SHRI C.K. JAFFER SHARIEF: Railways have planned for procurement of wagons in such a manner as the additional wagons acquired become available during the peak season. In this respect, the Own Your Wagon Scheme under which more than 4,000 wagons have been ordered and another 6 to 7,000 wagons are also likely to be ordered, would also augment the fleet of wagons to lift traffic at its peak. Sir, the wagon industry is likely to get a workload of about 24,000 wagons. Railways—12,000, Own Your Wagon Scheme, the rest. What more do you want?

SHRI DIPANKAR MUKHERJEE: I will tell you. The clarification which I wanted is that you decided in the Railway Board Meeting with the wagon builders that 50 per cent of orders would go through Wagon India Limited and 50 per cent through open tender. I want to ... (Interruptions)

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): You may please seek the clarification after he has finished his reply. Until and unless you listen to his reply, how do you come to the conclusion that he is not going to give a reply to your question?

SHRI DIPANKAR MUKHERJEE: I am putting a specific question. It is their paper, it is not my paper.

SHRI GURUDAS DAS GUPTA: You should understand, one lakh employees of West Bengal belong to private as well as public service. They are not receiving salaries because of non-availability or * orders for wagons from the Railway Board.

उपसभाध्यक्ष (श्री सुरेश पचौरी): हर एक एनाउंसमेंट के बाद आप क्वेश्चन पूछेंगे तो रिप्लाय कभी कल्प नहीं होगा।... (व्यवधान)... जब तक आप उन्हें पूरा नहीं सुन लेते तो आप इस नतीजे पर कैसे पहुंच सकते हैं?

SHRI GURUDAS DAS GUPTA: Please understand the human misery.

SHRI DIPANKAR MUKHERJEE: I will just quote from their papers. My question is very clear. I have given a latter to him, here it is. Fifty per cent of orders will be routed through Wago.¹ India Limited and fifty per cent through open tender. This was decided on the 15th of February. The tender opening was on the 20th of March. Why is the figure for open tender ... (Interruptions). This is very serious. Parliament should know, everyone should know what you are doing.

SHRI GURUDAS DAS GUPTA: Why 50 per cent for open tender? Our workers are dying. Hon. Vice-Chairman, our workers are dying.

SHRI V. NARAYANASAMY: You cannot tell the Minister to answer all the T'' questions.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Please listen (Interruptions). Not every time when the Railway Budget is being presented. Please be seated. Take your seats please. (Interruptions) First take your seats please. (Interruptions).

SHRI MD. SALIM: I took part in the discussion, I raised the point about what ^ the Members wanted you categorically replied quoting from the minutes of the meeting held at the Railway Board with your officers. Then after two days, before opening the tender, you changed the

quota, you changed the target. You revised it. You gave the authority to the Railway Board officers. You are the Minister. You are bound to reply to Parliament. Parliament should know what is being done behind its back by the Railway Board. If you want specific questions we are putting them ^specifically. I have made this point, quoting the minutes. The letter says that 50 per cent of the wagon procurement will be channelled through Wagon India Limited and after the tender is floated.

After tender is floated, you increase the number, to go to the open market and procure it from the open market. You are deliberately doing it. On the one hand, you are saying 'resource crunch'. We accept it. You say 'requirement is there'. We accept it. On the other side, That are you deciding here? You declare „ (Interruptions) The Prime Minister made the point. (Interruptions) What is the reason? (Interruptions).

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): You have already made your point. (Interruptions).

SHRI MD. SALIM: We are not accusing you. (Interruptions).

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): No interruptions, please (Interruptions).

SHRI MD. SALIM: We have nothing ^against You. (Interruptions).

' SHRI C.K. JAFFER SHARIEF: If ' they are prepared to listen to the whole thing, I can explain. The point is, the interests of the wagon industry have to be protected. Wagon India is one part. If we are buying wagons from outside, they can find fault. As long as we are buying from the domestic market — barring Wagon India, what we procure is through open tender—... (Interruptions). .

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): No. interruptions, please.

SHRI C.K. JAFFER SHARIEF: Please bear with me. You cannot expect the whole money to be put in one place. After all, it is public money. In open tender, the price would come down. It would help the exchequer. If Wagon India also competes with the rest of the manufacturers, I do not mind. Let them compete and take the whole order. The point is, when we distribute certain percentage, particularly, to protect the interests of Wagon India, and the rest of the procurement we make within the country, from our own manufacturers, through open tender, in a competitive manner, we save money.

THE MINISTER OF POWER (SHRI N.K.P. SALVE): That is the logic.

SHRI C.K. JAFFER SHARIEF: If this is not going to be done, I do not know what else should we do. I do not know why they are making a hue and cry on this. (Interruptions).

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): I would request Members. Let the hon. Minister complete his reply. (Interruptions) No interruptions, please (Interruptions)

SHRI P. UPENDRA (Andhra Pradesh): Mr. Vice-Chairman, I am on a point of order (Interruptions) They cannot keep the train at one station by constantly pulling the chain Wagon procurement is not the only issue which the hon. Minister has to answer. A number of issues have been raised. If necessary, they can meet him personally and discuss it with him. They cannot expect the whole thing to be clarified here.

SHRI V. NARAYANASAMY: (Pondichary) We have raised a number of points relating to our constituencies which the hon. Minister has to answer. Let the hon. Minister complete his reply and answer those points.

SHRI C.K. JAFFER SHARIEF: Sir, the Railway Convention Committee have made certain welcome recommendations

and I must thank: them for that. I must, particularly, thank Mr. Upendra for his..

SHRI V. NARAYANASAMY:

Contribution. SHRI GURUDAS DAS

GUPTA: For

his timely intervention.

SHRI C.K. JAFFER SHARIEF: I must thank him.

Really, I must say that.

SHRI GURUDAS DAS GUPTA: Mr. Upendra likes to be more helpful to you.

SHRI H. HANUMANTHAPPA (Karnataka): Unlike Mr. Gurudas Das Gupta. *{Interruptions}*

SHRI C.K. JAFFER SHARIEF: The Railway Convention Committee have made certain welcome recommendations and I must thank them for that. Railways need not pay dividend on the capital invested up to 1952. This gives us an annual relief of Rs. 51 crores. Taking note of the adverse impact of the heavy amounts due to the Railways from the State Electricity Boards, the Committee have permitted Railways to defer a part of the dividend payment to the General Revenues in 1995-96, up to the extent of such dues outstanding. Besides, they have recommended setting off Railways' dues against the future power tariff, bills. Adjustments against Central assistance have also been mentioned. This would *be* pursued with the Ministries concerned.

Sir, the demand for transportation would go up as there is a tremendous economic growth in the country as a result of Government's policy of liberalisation and economic reforms.

SHRI GURUDAS DAS GUPTA: Underline the words 'economic reforms'.

SHRI C.K. JAFFER SHARIEF: Unless the transportation capacity is built up in advance of the demand, there is a danger of transport bottlenecks coming in the way of economic growth. We have kept this prominently in view while framing the Railway's Annual Plan, 1995-96,

which has been fixed at the level of i. Rs. 7,500 crores. This is higher than last year's Plan by nearly Rs. 1,250 crores. But the budgetary support is at the level of last year, i.e. Rs. 1,150 crores only. As budgetary support in percentage terms is declining, there is a great pressure on the generation of internal and extra-budgetary resources. Railways are generating internal resources of Rs. 4,100 crores and extra-budgetary resources of Rs. 2,250 crores to be raised by the Indian Railway Finance Corporation (IRFC). There is a limit to the capacity of the system to generate internal resources and also pay for the cost and redemption of market-borrowed capital. Railways have, therefore, initiated steps to associate private enterprise through the "Own Your Wagon" scheme and "Build-Own-Lease-Transfer" scheme to invest in product: '— of wagons and certain other railway projects. The amount of bonds to be raised through IRFC will be reduced to the extent such private investment materializes.

Sir, as mentioned in my Budget! speech, a number of new line projects have been proposed to be taken up in 1995-96 after necessary approvals are received. The Jammu-Udhampur line receives an allocation of Rs. 50 crores in view of its national importance. I have not been able to make allotments for certain other lines sufficiently to achieve their completion in the current year, but I do hope that it becomes possible to enhance the allocations in the course of the year, in case the promised additional budgetary support materializes during the I year.

There have been demands for deferring the new line works of Godhra-Indore, Dewas-Maksi and Howrah-Amta. It has now been decided to provide adequate funds for these works and recommence them.

In pursuance of the unigauge scheme, which has brought in considerable benefit to railway operation, convenience to rail-

way users and development of backward regions, further new projects have been included in the Budget. Some of these projects will require the necessary approvals before being taken up for execution. Certain projects of gauge conversion have also been identified under the ^ "Build-Own-Lease-Transfer" (BOLT) \, scheme.

There are many demands for doubling of lines. It is indeed a very important segment of our Plan effort. As the hon. Members are aware, the allocation has been stepped up in the current year *by* more than Rs. 100 crores compared to last year. Some of the doubling projects are also to be covered under the BOLT scheme.

Good progress has made on the construction of Metro Rail, Calcutta, which ^1 is now targeted for completion by December 1995. It is nearing completion but none of them has spoken about it.

SHRI V. NARAYANASAMY: They Will not talk about it.

SHRI GURUDAS DAS GUPTA: We compliment you for that—long after the due date.

DR. BIPLAB DASGUPTA (West Bengal): We are happy about it, but what about the extension works?

SHRI C.K. JAFFER SHARIEF: In these five years, you see the type of -* money that has been allocated for the completion of the project. All right, you * criticize where you don't get things done, but at least say a good word where it is being done. You don't want to say even a word about it.

SHRI GURUDAS DAS GUPTA: Sir, we unhesitatingly compliment the hon. Minister of Railways for giving the assurance, but it is very belated. We compliment him.

"• DR. BIPLAB DAS GUPTA: We want a further assurance from the Minister that the extension works which have been proposed would also be completed, and in time.

SHRI C.K. JAFFER SHARIEF: That depends upon their conduct in the house!

SHRI GURUDAS DAS GUPTA: Sir, a privilege notice can be given against the Minister! We can give a privilege notice on this!

SHRI C.K. JAFFER SHARIEF: Sir, sufficient funds have been allocated during the current year. The House will be happy to observe that a Preliminary Engincrring-cum-Final Location Survery for extension from Tollyganj to New Garia and an Engineering-cum-Traffic Survey from Dum Dum to Barrackpur have been included in the Budget.

Some hon. Members have expressed concern about delay in completing the MRTS in Madras. The main reason has been inadequate budgetary support and delay in acquisition of land by the State Government. However, Rs. 42 crores have been allotted in the current year j and the project is now targeted to be gompcted during 1996. A preliminary techno-economic survery to extend the line from Luz to Taramani has been included in the Budget.

j In Bomaby area, the Mankhurd-t Belapur section has been completed and an additional pair of lines between Bandra-Andheri is in progress. Four more projects are being taken up during 1995-96 namely:

(i) Quadrupling of Borivli-Vasai road;

(ii) 3rd line between Vasai Road and Vaitharna;

(iii) Thane-Turbhc-Nerul Vashi section; and

(iv) Belapur-Panvcl double line.

The last two projects are on cost-shraing basis with the CIDCO.

A number of requests have been made to expedite the existing projects for electrification.

श्री सतीश प्रधान (महाराष्ट्र): महोदय, मैंने कल पूछ था...

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Let him finish his

इन्का उत्तर हो जाए, कोई शंका हो तो उसके बाद पूछ लेना।
eply.

SHRI C.K. JAFFER SHARIEF: Some Members have also suggested for taking up new projects. Electrification projects are fully funded by the budgetary support, and the reduction in this in the last 3 years has been a major constraint.

Though 3000 route kilometres was approved by the Planning Commission as the target for the Eighth Plan, they have given a total outlay of only Rs. 1,350 crores with which Railways could do a maximum electrification of only 2,700 route kilometres. The target was accordingly modified. In the first three years, Railways have already completed electrification of 1,460 route kilometres. I have provided sufficient funds for electrifying 650 route kilometres in 1995-96. similar provision is likely to be made in the next year also to meet the revised target of 2,700 route kilometres.

The projects taken up are being done presently on those sections from which the Railways could derive the maximum benefit, some more schemes have been offered under BOLT, and, if they fructify, the total kilometres electrified will increase.

Sir, the House is aware that there are a large number of demands for new lines, doubling, gauge conversion, computerisation etc. The throwforward of earlier projects is very high. New lines alone account for Rs. 4,715 crores; gauge conversion, Rs. 3,123 crores; doubling, Rs. 803 crores and computerisation, < Rs. 1,020 crores. The budgetary support from the general exchequer has declined steeply in terms of the share in the total. It is only Rs. 1,150 crores during the current year. Market borrowings through the IRFC are not only costly but uncertain too. The problems of Railways are further aggravated by the various

State Electricity Boards who are not making timely payments of Railways' freight charges. They owe more than Rs. 1,000 crores to Railways. With these constraints, Railways could not provide funds adequately to meet all the demands and a selective approach has necessarily - . to be adopted. I shall come to this topic again later in the course of my reply. Sir, I shall now briefly mention some of the achievements of Railways in strengthening the system and in providing improved services, ever since the Government came to power in 1991.

More than 4,700 km. have been converted into broad gauge up to 1994-95, and conversion of another 1,500 km. has been targeted for 1995-96. Thus, Railways would be exceeding the VIII Five-Year Plan target of 6,000 km. in just four years*.

Arrears of track renewal will be brought down to only around 1,950 km. by the end of of the VIII Plan from 9,600 km. at the beginning of the Plan.

Steam locomotives have almost been eliminated from the broad-gauge system, thereby enhancing the overall energy efficiency.

Self-sufficiency in the production of diesel and electric locomotives, wheels and axles has been achieved.

A number of marshalling yards have been closed. This has helped in better utilisation of the wagons.

Efforts to dispose of scrap materials have been stepped up, and Railways expect to realise more than Rs. 1,000 crores from scrap disposal in 1994-95 accounts. This has not only reduced the strain on resources but has also made available prime space to the Railways, for other uses.

A record number of 468 new trains have been introduced. Extension of 287 existing services have been introduced. Many new Shatabdi Express trains, Mainline EMUs, Diesel Multiple Units

and other convenient intercity services have been introduced.

About 90 per cent of the passenger reservations are now on computer system. Computerisation is being introduced at smaller centres also. At several stations, more than 200 self-printing ticket machines have been installed for quicker issue of tickets so that the passengers need not stand in queues for longer hours. More numbers of stations will be provided these types of machines in 1995-96.

To help promote the national objective of tourism, Railways have approved many tourist trains through private operators to attract tourists, both domestic and international.

In certain selected long distance trains, AC III tier coaches have been introduced in place of AC Chair Cars.

Fully unreserved trains are going to be introduced in certain sectors to help those passengers who plan their journeys at a short notice and are not able to get the reserved accommodation.

Instant Action Groups have been constituted on some important trains. The objective of these groups is to provide comfortable, safe and secure travel. The response from the travelling public has been encouraging.

The drive against ticketless travel continues. We collected Rs. 59 crores in 1994-95 till end of February 1995 as against Rs. 48 crores in the previous year for the corresponding period.

The provision for passenger amenities has also been stepped up by more than 25 per cent to Rs. 90 crores.

During 1995-96, the Railways will be running a total of 1,131 summer special trains on as many as 30 routes, including a weekly Shatabdi Holiday Special between New Delhi and Kathgodam.

On the financial front also, the Railways have performed very well, meeting the dividend payments in full, liquidating

the accumulated loans and generating surpluses. The financial performance in 1994-95 is expected to be much better than what has been indicated in the Revised Estimates. The Railways may end up with an operating ratio of 83.5 per cent as against 84.9 per cent envisaged in the Revised Estimates.

I shall now refer to some of the improvements being made in the facilities to passengers.

As announced in my Budget speech, arrangements are being made to supply bed-rolls to all the passengers travelling in AC Sleeper coaches without collecting bed-roll charges separately. In case bedroll is not supplied to any passenger, he will be entitled to get a refund of Rs. 20.

Train Superintendents will be posted on 50 important Mail Express trains to oversee the comfort of passengers and to look into their complaints, if any.

All water taps in station premises have been checked and put in working condition to ensure uninterrupted water supply. Adequate arrangements have been made for supply of drinking water on trains.

For the convenience of passengers travelling from halt stations, facility of purchasing tickets for longer distances has been introduced.

A new interactive voice response system has been introduced in the computerised reservation office in Bombay V.T. Latest status of reservation is now available to the wait-listed passengers through this system. A system of displaying the latest position of arrival and departure of trains and reservations awaiting list is also functioning at New Delhi.

Railways are taking various steps to improve the standard of cleanliness. Mechanised cleaning equipment, including jet pressure cleaning machines for platforms and toilets, fibre-reinforced plastic fittings in coaches, PVC flooring, improvement in toilet design etc., are some of the measures taken. Private

agencies are also being associated with the work of cleaning and disinfecting the coaches.

Sir, you are aware that a record number of new trains have been introduced since this Government has come to power, but further demands are bound to be there. Introduction of new trains or extension of existing trains requires substantial investments in rolling stock, terminal facilities, line capacity and other maintenance facilities. It will be the Railways' endeavour to make the best use of the resources available and meet the demands to the maximum extent possible.

There are also demands for additional halls for superfast trains. Hon. Members will readily agree that this will add to running time. Frequent stoppages would be particularly irksome for passengers travelling long distances. They have a right to expect faster services specially when Railways are levying extra charges for trains. I would, therefore, appeal to the hon. Members not to insist upon additional stoppages of such trains.

Sir, Railways are keenly alive to the problems relating to safety of trains and are most anxious to further improve their record. While technological improvements oriented to safety are being effected, the problem of 'human failure' is also being constantly addressed. Training, counselling and monitoring of the staff engaged in the operation of trains are continuously emphasised. Measures have also been taken to minimise accidents at unmanned level crossings, which have sometimes resulted in serious tragedies. As indicated in my Budget speech, we are going to place reliance on technological solutions.

Sir, it is an on-going process to provide good quality catering service on the trains and stations. Railways are taking various measures to further improve the catering services which include induction of reputed and professional caterers as catering contractors, induction of trained cooks

and crash training to existing staff, improved upkeep of equipment and appliances in base kitchens and pantry cars and, generally speaking, constant monitoring to bring about efficiency in the catering services.

To develop professionalism in catering services provided by the Railways and upgrading the quality, Indian Railway Catering and Tourism Corporation is being set up. Adequate funds have been provided in the Budget to take up preliminary works.

Sir, Railways' proposal to increase suburban railway fares has been criticised and there is a demand for its withdrawal. For better appreciation, I would like to inform the House that a second class monthly ticket holder has been paying for only 9 to 25 single journeys though he undertakes on an average 50 single journeys. The concession ranges from 54 per cent to 82 per cent. Several Committees like RRC and RTEC have recommended that the concession in season tickets should not be more than 50 per cent. The Railway Fare and Freight Committee have also recommended increase in season ticket fares. What I have introduced is a very modest revision in the fares which amounts to a daily increase of 17 paise to Re. 1 at various distance legs. Western Railway commissioned a study and its findings revealed that 78 per cent of the working commuters are compensated in one form or the other by their employers as and when season ticket fares are increased. Remaining commuters are non-working such as students and others. Incidentally, it is mentioned that students get 50 per cent concession on monthly season ticket fares. The House will also appreciate that substantial inputs are required to meet the growing needs of suburban services which account for nearly two-thirds of the total originating passengers on the Railways; but they yield only about a ninth of the passenger revenues. Railways have, of necessity, to improve the returns from this large and expanding sector.

Sir, on the whole the fare and freight increases in 1995-96 amount only to about 3.5 per cent of the Railway revenues. By internal economy and increase in throughput the Railways have made every effort to keep down the proposed increases. Care has been taken to exclude second class passengers and articles of mass consumption like foodgrains, sugar, etc. The gap in resources needed to keep the system viable enough to provide adequate outlays for capacity expansion, rehabilitation of assets and provisions for passenger amenities, etc., has to be bridged only through additional resource mobilisation at least of a minimum level. There have been many demands from hon. Members for additional lines and services, gauge conversion and electrification etc., of which require additional resources. The proposed increases which are much below the rate of inflation are inescapable in the present context and I would request the Members not to oppose them, in this context, I may refer to apprehensions expressed about Railways losing high-rated traffic to the road sector. The introduction and expansion of multimodal traffic through containerisation would help Railways to arrest in such trend and capture additional traffic.

Powers are also being delegated to Zonal Railways and Divisions to quote special rates for specific streams of traffic, particularly in the direction of empty movement. This measure is also expected to bring the high-rated traffic back to the Railways.

Sir, with a view to attract additional traffic, the Ministry are actively contemplating introduction of roadrailer and piggybacking of loaded road vehicles on railways wagons, through private participation. Proposals in this regard have been received and are under consideration. This will give the much-needed boost to the intermodal transport system through the use of railway infrastructure. Sir, as you are aware, rail transport is the most fuel-efficient and environment-friendly mode. We are also aware that

- roads are getting congested day by day. In such a situation, introduction of inter-modal system of the type under consideration would be in the larger national interest besides conserving energy.

There is a demand to set up a separate autonomous corporation for the suburban railway system of Bombay. The railway network in Bombay not only serves the suburban traffic but passenger and freight traffic also. Therefore, it will not be possible to set up an exclusive corporation for Bombay suburban railway system. I can only assure the House that Railways are alive to the problems faced by the commuters on the Bombay suburban railway system. Various measures are being taken to improve the suburban

railway system in consultation with the State Government of Maharashtra, details of which have already been given in my Budget speech.

A Sub-Committee of the Consultative Committee for the Ministry of Railways has been constituted, headed by Shri J. Shankar Ojha, to examine the issue of congestion on the suburban railway stations of Bombay, Calcutta, Madras and Delhi and the need for restricting new tea/fruit stalls at these stations and make suitable suggestions.

In my Budget speech, I had mentioned that the workers' participation in management would be taken a step further by involving the labour federations at the apex level in important matters of railway working leading to greater transparency. I am happy to announce that for the first time, leaders of railway workers were invited to attend the Conference of General Managers of Zonal Railways with the Members of the Railway Board held on 1st and 2nd May. This is a very important meeting of the top management in which vital areas of railway working are reviewed and decisions are formulated. I earnestly hope this will go a long way towards enhancing workers' commitment to the organisation's performance and its goal of customer satisfaction.

My friends of the Left do not say a word about it. They do not even appreciate, *(interruptions)*

SHRIMATI JAYANTHI NATARAJAN: Please repeat it. I was distracting them. I am sorry.

SHRI C.K. JAFFER SHARIEF: In my Budget speech, I had mentioned that the workers' participation in management would be taken a step further by involving the labour federations at the apex level in important matters of railway working leading to greater transparency. I am happy to announce that for the first time, leaders of railway workers were invited to attend the Conference of General Managers of Zonal Railways with the Members of the Railway Board held on 1st and 2nd May. This is a very important meeting of the top management in which vital areas of railway working are reviewed and decisions are formulated. I earnestly hope this will go a long way towards enhancing workers' commitment to the organisation's performance and its goal of customer satisfaction.

While on this subject, I would like to appeal to the hon. Members to show consideration to the body of dedicated railwaymen who often work under difficult and trying conditions to keep the wheels moving and not demoralise them by making allegations about corruption at all levels. *(Interruptions)*

SHRI GURUDAS DAS GUPTA: There is no corruption. We never complained of corruption.

SHRI C.K. JAFFER SHARIEF: Nobody should accept corruption. One should fight corruption. Everybody should be involved in* that. There is no point in making a complaint in the House. If you find that somebody is corrupt, you should catch hold of him there itself. That is the only way in which you can fight it. Nothing will happen by making speeches only. If you tell me something, I will tell it to a bureaucrat and the bureaucrat will again tell that to

his subordinate and it will go on. It is not going to end unless we fight. *...(Interruptions)...*

SHRI TINDIVANAM G. VENKATRAMAN (Tamil Nadu): It is a vicious circle.

(Interruptions)

SHRI C.K. JAFFER SHARIEF: You must fight then and there. *...(Interruptions)...* If a booking clerk is corrupt, you should fight at the window **and** not here by making noise. *...(Interruptions)...*

SHRI GURUDAS DAS GUPTA: Sir, the only point in making this statement is that we should never make complaints of corruption because corruption cases cannot be enquired into, because corruption has been universalised. Corruption is so universalised that we cannot complain and there is no remedy.

SHRI V. NARAYANASAMY: Mr. Gurudas Das Gupta, it will be thoroughly enquired into. Don't worry.

SHRI C.K. JAFFER SHARIEF: What I mean to say is you do complain. You talk of truth. *...(Interruptions)...*

श्रीमती सरला माहेश्वरी (पश्चिमी बंगाल): ईमानदार आफीसर जो रेलवे में होता है उसको हटा दिया जाता है, उसका ट्रांसफर कर दिया जाता है। *...(व्यवधान)...* आपके पास जानकारी मौजूद है। *...(व्यवधान)...*

श्री सी० के० जाफर शरीफ: हम भी थोड़ी देर के लिए अपोजीशन में थे, हमने भी आपके जैसे बात किया, मगर ऐसा नहीं। *...(व्यवधान)...*

SHRI MD. SALIM: Today you are not having the back-up service.

SHRI C.K. JAFFER SHARIEF: I understand what you are saying, Mr. Salim. *...(Interruptions)...*

Sir, some issues have also been raised regarding non-fillingup of backlog of SC/ST quota in Group 'C' and Group 'D' staff of the Railways in direct recruitment and promotional categories. This Government is committed to the welfare of the weaker sections and will make every effort to make their lot better. I

have given instructions that immediate action must be initiated to fill up these posts within a period of six months, if need be, by organising special recruitment drives.

Sir, the Konkan Railway Corporation is expected to commence operations by the end of the year. There have been several negative reports about this Corporation from various sources.

I propose to form a Committee of Members of Parliament to look into the complaints about the functioning of the Konkan Railway Corporation.

Sir, in deference to the wishes of some of the hon. Members, I have decided to restore with immediate effect the concessions in Second Class and First Class fares so far enjoyed by artists and sportspersons travelling on sports' account.

Sir, hon. Members in this House and also in the other House have expressed their concern regarding the lack of punctuality, maintenance, cleanliness, catering, safety, security and also derailment. I have taken a strong view on those issues. I have decided that we must put an end to it. Accordingly, severe disciplinary action, including demotion and dismissal, will be taken against the concerned officials if, after analysing the cause for each failure, it is established that the causes are within the Railway control in the areas mentioned above. I am also proposing to constitute a Parliamentary Committee to monitor the above arrangements. If this Committee finds the situation improving in all respects mentioned above, it may even recommend awards to the officials concerned. I sincerely hope that with this position we will improve.

Sir, keeping in view the demand raised by the people of the area, I have ordered a survey for providing a link between Lakshar Junction (District Haridwar) and Bakshar (District Gaziabad). The

following additional surveys will also be taken up during the year:

- (i) New line from Kayamkulam to Trivandrum via Adoor Kotarakkara and Kilimannoor; (ii) New line from Abohar to Fazilka; (iii) Updating the survey for Ganga Bridge between Digha Ghat and Pahleja Ghat;
- (iv) Updating of survey for construction of Lanka-Silchar new line in Assam;
- (v) Survey for gauge conversion of Raipur-Dhamtari-Rajim;
- (vi) Survey for new line from Pattencheru to Sangareddy;
- (vii) Survey for gauge conversion of Naupada-Parlakhemundi-Gunupur and its extension up to Rayagada;
- (viii) Updating the survey for new line from Patiala to Narwana via Samana.

After the receipt of the Survey Reports, the Planning Commission will be approached for necessary approval.

Sir, I am happy to inform the House that we are approaching the Planning Commission for taking up the following works:

- (i) Chittaurgarh-Udaipur gauge conversion;
- (ii) Jalna-Khamgaon new line project;
- (iii) Rail link from Kumarghat to Agartala;
- (iv) Jabalpur-Gondia gauge conversion;
- (v) Bishrampur-Ambikapur new line;
- (vi) Siliguri Junction to New Jalpaiguri Junction gauge conversion;
- (vii) Dhubri to Fakiragram gauge conversion;
- (viii) Gorakhpur-Gonda loop gauge conversion.

After the necessary approvals are obtained, Parliament will be approached with Supplementary Demand* for Grants in 1995-96.

It is also proposed to take up the gauge conversion of Indara-Phephana as a Material Modification to the already sanctioned Mau-Shahganj conversion work.

Patna-Gaya doubling will be taken up on out-of-turn basis during 1995-96.

Rewari-Ringus-Phulera gauge conversion with loop *via* Sikar-Jhunjhunu-Loharu is being included in the Action Plan for gauge conversion and will be taken up in due course after necessary approvals are obtained.

I am happy to inform that out of the new trains proposed to be introduced during 1995-96, four pairs of Intercity Expresses—one each between Tirupati and Cuddapah, Trivandrum and Ernakulam, Kanpur and Farrukhabad and Jaipur and Delhi—have already been introduced. In addition, one pair of overnight express " train between Secunderabad and Aurangabad has also been introduced as part of streamlining of services on Nanded-Purna-Manmad tsection on completion of gauge conversions. In addition DMU/MEMU services will be introduced on various sections of South Eastern, Eastern, Northern, Central and Western Railways in the near future.

Railway are taking action on commitments made to the Government of Nepal in respect of the following:

- (i) Raxaul-Sirsiya broad gauge rail link;
- (ii) Joint survey for East-West Electric Railway;
- (iii) Supply of two engines and 12 coaches and wagons for the narrow gauge Jayanagar-Bizalpur link.

With these words, I commend the Demands for Grants, 1995-96 to the House.

SHRI JIBON ROY: Sir, I am told by our Trade Unions that out of the total rolling stock, 30% are unusable, aged and could not be taken to the rail. But the Railway authorities are using those rolling—stocks inviting accidents. Many of the rolling-stocks are out of date. For coal, I know personally, when they *of* demand open wagons Railways supply box wagons. For steel, when they demand BOX 'N' type wagons, they supply box wagons. I know personally that they are not having specific types of wagons and they are not building wagons despite the fact that *30% of them are aged and out of ofder. I would like to know whether this will be streamlined.

My second concern is that the total capacity of the wagon-building industry is 35,000. Well enough. But they are giving orders for 12,000 only. How will they •* narrow the gap?

The third point is that our Chittaranjan Locomotive Company « producing good quality railway cr.giaes which have a capacity of maum*cM*&§ engine ^{with} 5,000 horsepower D» w« aced to cut down the capacity by more than 30%? They cut down the cap*.;*.y. They are bringing railway endues from outside. What is the Government going to do?

Lastly, the hon. Minister has given an assurance that import will be stopped and orders will be given to Durgapur Steel Plant for wheel. One point to which I would like to invite the attention of the Railway Minister is that we are short of loco wheels. Durgapur is producing loco wheels. The hon. Minister was kind enough to say that orders will be given to the Durgapur Steel Plant. The thing is that loco wheels are being dumped into our country from outside and they are sold in our country at half of the cost. I would request the hon. Minister to take steps so that no dumping into our country is done. These are the few points which I want to make.

4.00 P.M.

SHRI V. NARAYANA SAMY Mr. Vice-Chairman, Sir, yesterday myself and many hon. Members from Tamil Nadu raised this issue. We had categorically stated that for Rajasthan Rs. 5,000 crores have been allocated and for Karnataka another Rs. 5,000 crores have been allocated in the Railway Budget. ...*(Interruptions)*.... Sir, Mrs. Alva is sitting here. She should sit there. She is disturbing me. ...*(Interruptions)*....

SHRI GURUDAS DAS GUPTA: Sir, I never thought that Mrs. Alva is after the seat of Mr. Narayanasamy. I thought that she is after some other seat.

SHRI V. NARAYANASAMY: Sir, I have to make two specific queries. As far as Tamil Nadu is concerned, the Minister has said that he has brought double line. Sir, there is a single line between Madras and Bombay. Most of the trains which go to Bombay and leave Bombay go through various States, i.e. Karnataka, Andhra Pradesh, Maharashtra and Madras. Therefore, the State of Karnataka is getting all the benefits. There should be a double line from Bombay to Madras so that both the Minister of Railways and the Minister of State in the Ministry of Personnel, Public Grievances and Pensions are pleased.

My second point is this. I read a news item in the Press regarding a briefing made by some of the Railway officials. They wanted to shift the southern Railway Headquarters from Madras to Bangalore. Sir, if it is allowed they will take the entire Railway Administration from Madras to Bangalore.

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): They are going to bifurcate it.

SHRI V. NARAYANASAMY: I don't know whether they are going to bifurcate or trifurcate it.

My another demand was that there should be a broad gauge line between Kanyakumari and Madras which was, in

principle, agreed to by the hon. Minister in the last session itself. Sir, sufficient allocation has not been made and sufficient funds have not been given. The Minister has said that they are going to spend Rs. 60,000 crores. They are going to have broad gauge line of 6,000 kilometers. It is not (or Karnataka and Rajasthan alone. It is for other States also. Let the hon. Minister give a comparative figure relating to the amount spent on various States* and the allocation made.

Sir, I am grateful to the hon. Minister for starting a train between Peralam and Karaikal and for announcing that it will go up to Nagore. But, there is a persistent demand from the people of Pondicherry and also from the adjoining regions to restart the Pondicherry Express which was discontinued six years back. I would like the hon. Minister to reply to all these points. Thank you.

I

SHRI NILOTPAL BASU (West Bengal): Sir, I have a very simple question. I have a set of facts. This matter was raised in the course of the debate also. There was a meeting held on the 15th February, 1995 with the wagon manufacturers. The Chairman, Railway Board, conveyed the decision of the Railways to procure 50 per cent quota of wagons through an open tender and the rest 50 per cent through the Wagon India Limited. In accordance with the above decision 5,200 wagons were requisitioned from the Wagon India Limited and tenders for 5,400 wagons were floated in February, 1995 with the date of opening of the tender fixed on the 20th March. Surprisingly, the number of wagons through open tender was suddenly changed by two amendments. By the last amendment dated the 9th March, 1995 the number of tendered wagons was increased to 10,300. Sir, this is a specific question. How can a decision taken by the Railway Board and the wagon manufacturers be changed?

SHRI JAGESH DESAI: I do not grudge the Metro Railway given to Calcutta. We had spent Rs. 1,200 crores and at present, if I am correct, only 80,000 passengers travel by that train. I do not grudge it. But in the case of the city of Bombay—the suburbs—if I have to go from Santa Cruz to Churchgate, I have to come to Andheri to catch the train. I am happy that they have started 12-carriage rakes in the Western and Central Railways. But this moves at a very slow pace. If you cannot give us another corridor, at least, you give us 12 bogies in all the suburban trains so that about one-third more passengers can travel. This problem can be solved like this to some extent. I had raised the issue regarding Khurda-Puri last time. There is 3 single line here and I had requested that it be converted into double line. Lakhs and Lakhs of pilgrims go there. I also travelled there. It takes one hour to two hours from Khurda to Puri. It will take only half-an-hour if there is a double line. Orissa is a backward State and Puri being a holy city, people from all over the country visit the place. Please sanction a double line.

श्री शंकर दयाल सिंह (बिहार): उपसभापति जी, मेरा बस एक ही सवाल है। मैंने यह कहा था अपने भाषण के क्रम में कि मंत्री महोदय ने इस बात को कबूल किया है कि नए जोन्स बनने चाहिए क्योंकि रेलवे के ऊपर बहुत भार पड़ा है और केवल नौ जोन्स हैं अभी तक। तो मैं जानना चाहता हूँ कि क्या रेलवे ने इस पर विचार किया है? मैं यह चाहता हूँ कि जो नए जोन्स हेडक्वार्टर्स बनें, उसमें बिहार का हक बनता है कि बिहार में एक बनना चाहिए।

श्री सतीश प्रधान: धन्यवाद महोदय। मैं आपके माध्यम से रेल मंत्री जी से चंद बातों पर खुलासा चाहता हूँ। पहली बात यह है कि सब-अर्बन रेलवे के सीजन टिकट का किराया बहुत बढ़ाया है। लोग रोजी-रोटी के लिए आना-जाना करते हैं, तो इसका किराया कम होना चाहिए।

दूसरे, मुंबई से कल्याण का ट्रैक बहुत खराब हो चुका है, बहुत पुराना है। आप उसके रिनोवेशन के लिए क्या करने वाले हैं, इसके बारे में आपने कोई बात नहीं

की, इसके बारे में बताइए। मैंने अपने भाषण में बताया था मुंबई में सेंट्रल और वेस्टर्न रेलवे, दोनों में फिल्टर वाटर, प्युरिफाइड वाटर का रेलगाड़ी धोने के लिए इस्तेमाल किया जाता है, टॉयलेट्स के लिए इस्तेमाल किया जाता है लेकिन सब जानते हैं कि आज महाराष्ट्र में सूखा है। लोगों को पीने के लिए पानी नहीं मिल रहा तो आप इसके बारे में क्या दूसरा इंतजाम करने के में सोचेंगे या नहीं?

डी०सी० इंजन अवेलेबल नहीं है और डी०सी० लाइन के ऊपर ही मुंबई में पूना से लेकर ईगटपुरी तक गाड़ियां चलती हैं। डी०सी० इंजन का प्रोडक्शन भी बंद कर रखा है। डी०सी० इंजन अवेलेबल नहीं होने की वजह से पुराने इंजनों के ऊपर ही गाड़ियां खींची जाती हैं तो क्या आप डी०सी० इंजन के प्रोडक्शन के बारे में सोचेंगे या मुंबई से पूना-ईगटपुरी की लाइन के ए०सी० में कनवर्शन के बारे में कुछ प्रोग्राम बनाएंगे?

SHRIMATI

JAY ANT" "

NATARAJAN: I just wanted to ask Minister one question. It is about the Integral Coach Factory at Perambur in Madras. They have been manufacturing railway coaches for many years. Now suddenly, for inexplicable reasons, the Minister has reduced the number of coaches to be manufactured by the Integral Coach Factory from 1,200 to 800. This has been done for no reason at all. We also apprehend that they are going to close down the factory. Whatever little industrialisation is there in the State will also not be there now and all the people who work there will be totally left in the middle of the road. I would like the Minister to specifically assure us that all those people who are employed there will be protected.

श्री संघप्रिय गौतम (उत्तर प्रदेश): उपसभाध्यक्ष जी, नयी दिल्ली से लोड कम करने के लिए कई गाड़ियां निजामुद्दीन स्टेशन से चला दी और वहां से बहुत सी सुपर-फास्ट गाड़ियां चलती हैं। इसी तरह से दिल्ली स्टेशन का लोड कम करने के लिए सराय रोहिल्ला से मंदौर-कम आश्रम एक्सप्रेस टु जोधपुर और अहमदाबाद जाती है। लेकिन वहां के प्लेटफॉर्म का अपग्रेडेशन नहीं हुआ है। वह प्लेटफॉर्म बहुत पुराना है। साथ ही पेटरी कर उस गाड़ी में नहीं है। खाना और चाय उसमें नहीं

मिलती है। मैं जानना चाहता हूँ कि क्या मंत्री जी इस प्लेटफार्म का अपग्रेडेशन करायेंगे और उस गाड़ी में इसमें पेटरी कार चलायेंगे?

दूसरा सवाल मेरा यह है कि आपने यह तो कह दिया कि अगर बेड-रैल नहीं मिलेगा तो 20 रुपया रिफंड हो जाएगा। लेकिन यात्री जो बेड रेल न मिलने के कारण स्टॉप से ठिठुर कर बीमार होंगे तो उसका कम्पनसेशन कौन देगा?

SHRI B.K. HARIPRASAD (JKarnataka): Sir, I have a specific question for the Railway Minister. The Railways are not providing wagons for supply of wheat from Punjab and other Northern States to the South, especially to Karnataka. I want to know the reasons for it. The century-old ... (Interruptions) ... The century-old railway work-shop at "ubli is being closed. The funds that are w located for it have been diverted to j^ichy ... (Interruptions) I want to know what the Railway Minister has to say on this. There is one more thing, Sir. We have been demanding the gauge coversion of the Shimoga-Talguppa line. I want the Minister to react to it.

श्री ईश दत्त यादव (उत्तर प्रदेश): माननीय उपसभाध्यक्ष जी, मैं तो रेल मंत्री जी को बधाई देने के लिए खड़ा हुआ है, आधार प्रकट करने के लिए खड़ा हुआ हूँ। हम लोगों की जो मांग थी मऊ-शाहगंज के अमान परिवर्तन की, उसको उन्होंने स्वीकार कर लिया और यह भी कहा कि जल्दी इसको पूरा कर देंगे। लेकिन हमारी एक दूसरी मांग के बारे में उन्होंने कुछ नहीं कहा। यह उत्तर प्रदेश और खासकर पूर्वी उत्तर प्रदेश की लोगों की समस्या है और यह उनकी मांग है। मैं चाहता हूँ कि रेल मंत्री जी अभी इसके बारे में घोषणा कर दें कि सरजू-जमुना जो तीन दिन बनारस जाती है वह पुरानी दिल्ली के बजाय नयी दिल्ली से चला करे और नयी दिल्ली आया करे। मैं रेल मंत्री जी से प्रार्थना करता हूँ कि वे इसकी घोषणा कर दें।

महोदय, अंत में मैं यह कहना चाहता हूँ कि कल मैंने अपने भाषण में कहा था कि सभी ट्रेनें 2 घंटे से लेकर 20 घंटे लेट चल रही हैं। रेल मंत्री जी ने कहा है कि हम इस पर कड़ाई करेंगे, सजा भी देंगे। मैं मंत्री महोदय से आश्वासन चाहता हूँ, जानकारी चाहता हूँ कि ये ट्रेनें कब से समय से चलने लगेंगी और कब से आप मज्जा देना शुरू करेंगे?

SHRI S.K.T. RAMACHANDRAN (Tamil Nadu): Sir, the world in which we are expecting everybody to move not only at ultra-sonic speed but at ultra-light speed, there is still a thing which is moving at a very bad and a very slow speed. Its name is Mass Rapid Transit System. The word 'Rapid' is an attribute to the moving system so, it has to be executed or constructed rapidly. But considering what actually is going on, I want to rename it. I hope the hon. Members will like it. It may be named as ... (Interruptions) ... Snail Buffalow Transit System. In Madras, they have constructed so many pillars. If they do not complete the project and go on building these pillars. ... (Interruptions) ... It shows the lethargy of the Railway Ministry. So, this should be taken into account and I request the hon. Minister to allot more funds so that it is completed at lest in this year.

Then, I want to point out a disparity, Sir. After making persistent demands, our hon. Minister obliged us by introducing a train from Kanyakumari to Bombay via Madurai and Salem. I would request him to link all the important cities of the North to Kanyakumari via Madurai and Tirunelveli. Then only there will be perfect integration of the country. It is only the railways through which we can really integrate the country. So, I request the hon. Minister to take note of my humble plea to introduce at least a superfast train connecting Kanyakumari to all the Northern cities. I request the Railway Minister that if there is any prejudice against Tamil Nadu, let it be wiped out. If there is any prejudice, it should be removed.

SHRI E. BALANANDAN (Kerala): Sir, I want to raise only two points. Sir, in the South-bound trains, especially Trivandrum-bound passengers are being attacked while they travel from Vijayawada to Madras area. Hundreds of complaints are coming. In day-time, some people make the train stop and take away everything. These people who have come.

to Bombay or northern para, after earning money return to their homes. So, on their way everything is looted. These incidents are occurring frequently. I want the Minister to see that the safety of travellers is ensured by taking suitable steps.

Secondly, I thank the Minister for recognition of trade union rights by common discussion with railway officials in the General Managers' meetings, etc. At the same time, I want to draw his attention to the recent judgment of the Supreme Court on the recognition of trade unions. How the recognition is feeling given nowadays, I don't want to go into that, but the Supreme Court has directed that the trade union recognition should be on the basis of secret ballot. I also don't want to go into the merits and demerits of it. The major concern of a huge number of workers is that recognition should be given on the basis of secret ballot so that the actual representative union gets recognition and the recognised union is able to face the challenge at the time of elections or referendum. So, I request that this should be considered by the Minister.

SHRI VAYALAR RAVI (Kerala): Sir, I want to make only one point. Sir, Kerala has become a dumping ground for old bogies from East, West or North—I don't know wherefrom these come. I request the hon. Minister to look into this serious problem. Sir, there is a train which runs from Trivandrum to Guruvayur. There are only eight bogies in it. The sanitary condition in the train is not good. I request that this train should be provided with more bogies with A.C. and First Class. I also request for an exclusive mail train from Trivandrum. As Mr. Balanandan has said, there is harassment of passengers in the K.K. Express. The train staff check the passengers six to seven times. They check their small bags. On one pretext or another they demand money from the passengers. There is a lot of corruption in

that train. I request that the harassment of passengers in the K.K. Express must be stopped for ever.

श्री महेश्वर सिंह (हिमाचल प्रदेश): उपसभाध्यक्ष महोदय, 14 मार्च को माननीय मंत्री महोदय ने 37 पृष्ठों का एक भाषण सभा पटल पर रखा। कल मैंने मंत्री महोदय का ध्यान पहाड़ों की ओर आकर्षित करने की कोशिश की और यह कहा कि कम से कम पहाड़ों के बारे में भी कुछ सोचिये। रेलवे की कोई भी सुविधा पहाड़ों को नहीं दी जा रही है। मुझे उम्मीद थी कि मंत्री महोदय आज कुछ कहेंगे लेकिन पूरा ग्रंथ मंत्री महोदय ने पढ़ दिया न तो हिमाचल प्रदेश के बारे में कुछ कहा और न पूर्वोत्तर राज्यों के बारे में, सिक्किम के बारे में, न उत्तरांचल के बारे में कुछ कहा। मंत्री महोदय, कम से कम शिमला रेलवे स्टेशन को तो बड़ी आसानी से दो किलोमीटर आगे ले जाया जा सकता है। मैंने आपको सुझाव भी दिया था। वहाँ पर सारा इनफ्रस्ट्रक्चर है, माल गोदाम है, रेलवे साइन बिछा पड़ी है। जितने यहाँ से पर्यटक जाते हैं, हर व्यक्ति को 100 रुपये कुली शहर में सामान से जाने के लिए देने पड़ते हैं। कम इसकी घोषणा तो कर दीजिये। दूसरा मैं यह कहा था कि आपके पास 36 हजार हेक्टेयर भूमि पड़ी है जिस पर इन्फ्रोचार्जमेंट हो रहा है, गंदगी फैल रही है, स्लम बन रहे हैं। उस भूमि का उपयोग किस प्रकार से मंत्रालय करने जा रहा है? इसके बारे में भी आपने एक शब्द नहीं कहा जो आपकी दार्जिलिंग से सिलीगुड़ी टॉय ट्रेन चलती है, वह लम्बी होने के बजाय घटती जा रही है, उसमें कोई बढ़ोतरी नहीं हुई क्योंकि आपने नये डिब्बे नहीं खरीदे हैं, नये इंजन नहीं लगाए। इस ओर आप ध्यान दीजिये। मैंने कहा था कि जो हिमालय के लिए रेल बन चलती है उसमें थोड़ा सा सुधार करिए। उसमें शौचालय की व्यवस्था करें क्योंकि उसकी स्पीड तेज है इसलिए वह आपको ज्यादा आय भी दे सकती है। उसके बारे में कुछ कहिये। हिमाचल प्रदेश में कम से एक दो किलोमीटर तो अपने समय में रेल लाइन बिछा दीजिए ताकि हम भी आपको बाध रहे।

डा० जगन्नाथ मिश्र (बिहार): मैंने अपने भाषण में पिछले चार वर्षों की रेल मंत्रालय की कार्य प्रणाली की सरहना की थी और रेल की सोच और गतिशीलता की भी तारीफ की थी। इसी संदर्भ में मैंने बिहार की कुछ समस्याओं का भी जिक्र किया था। फिर उन्हें स्मरण करना चाहता हूँ कि बगहा में एक पुल काफी दिनों से लम्बित है। सर्वेक्षण भी हो चुका है। तो उत्तर बिहार

१५/३/८५/१३१३

और दक्षिण बिहार को इस बगल के धू जोड़ना चाहिए। दूसरा, हसनपुर और सकरी लाइन के लिए बिहार सरकार ने 91 लाख रुपया भूअर्जन के लिए जमा कर दिया था। 10 वर्ष से अधिक हो गए हैं लेकिन वह कार्य प्रारम्भ नहीं हुआ है। 36 नयी रेल लाइनों के बनाने की योजना भी बिहार सरकार ने प्रस्तुत की है उसमें भी भूमि अर्जन, पट्टे, स्लीपर आदि का मूल्य वहन करने की जिम्मेदारी बिहार सरकार ने ली है। इस संबंध में भी हम जानना चाहेंगे। सबसे महत्वपूर्ण यह है कि छोटा नागपुर, राँची, प्रहलान गंज, धनबाद, जमशेदपुर और पटना को किसी जगह से जोड़ा जाए। छोटा नागपुर के लोगों को बड़ी असुविधा होती है। छोटा नागपुर में रेल सेवा बहुत बुरी अवस्था में है और वहाँ के लोग बहुत बड़ी असुविधा में हैं। इसलिए हम कहना चाहते हैं कि इन सारी बातों पर ध्यान दें और सबसे अंतिम बात है कि जमालपुर में केवल रेल का कारखाना है, उसका नवीनीकरण होना चाहिए, विस्तार होना चाहिए। यह आज उपेक्षित है। इसलिए योजना कार्यक्रम में जमालपुर को भी सम्मिलित किया जाए और इन समस्याओं को दूर किया जाए।

श्री मोहम्मद सलीम: उपसभाध्यक्ष महोदय, अभी हेधर सिंह जी हिमालयन रेल के बारे में बता रहे थे। हिमालयन रेलवे के डेवलपमेंट के बारे में पिछली बार भी जब मैंने बहस में हिस्सा लिया था तो मैंने यह कहा था। मंत्री महोदय का जवाब आया कि मैं इसे उठा नहीं रहा हूँ। जब भी कोई शिकायत आती है तो उन्हें यह लगता है कि जब हम इतनी सब चीजें उठा रहे हैं तो कोई और नयी रेलवे नहीं उठाएंगे। मैं उठाने की बात नहीं कर रहा हूँ, इसके डेवलपमेंट की बात कर रहा हूँ। इस बार में बजट में उसके डेवलपमेंट के लिए कुछ नहीं है जबकि वह हमारे लिए बहुत अच्छी है। टूरिज्म के वाइज आफ व्यू से भी और पर्यावरण की दृष्टि से भी यह काफी अच्छी है, उम्दा चीज है। उसके डेवलपमेंट के लिए आप कुछ खर्च करेंगे या नहीं। दूसरा प्वाइंट, अभी मंत्री जी ने जवाब में यह कहा है कि जो सैक्शन्स और क्लियरिंग प्रोजेक्ट्स हैं न्यू लाइन के लिए उनकी ग्रेटल कास्ट है 4,500 करोड़ रुपए और अब इस बार बजट में 1995-96 के लिए न्यू लाइन के लिए 200 करोड़ रुपए का उनका बंटोबस्त है। तो आई वॉन्टेड टु नो नम द मिनिस्टर, इसी रेट से अगर आप नयी लाइनें बनाएंगे तो आलरेडी जिनकी आप बुनियाद डाल चुके हैं वो सैक्शन्स और क्लियरिंग है जिनके लिए 4,500 करोड़ लगाएंगे, उनको पूरा करने के लिए कितने साल लगेंगे। इसका कोई प्रोजेक्ट हिस्सा आपके पास है या नहीं है (व्यवधान)

डिवीडेड का पैसा खा जाएंगे आप ... (व्यवधान) वह लगता थोड़े ही है पब्लिक सेक्टर में ... (व्यवधान) आप ये सब बातें मत करो। बिगड़ जाएगा मामला।

उपसभाध्यक्ष (श्री सुरेश पचौरी): डिबेट कोई दुबारा थोड़े ही शुरू कर रहे हैं।

श्री मोहम्मद सलीम: दुबारा नहीं, मैं फिर कुछ बातें मंत्री महोदय से जानना चाहता हूँ। हम लोगों ने यहाँ कंसिडर किया था। लोकसभा में मंत्री जी व्यस्त थे। हम लोगों ने मंत्री की गहवानी में बोल दिया।

उपसभाध्यक्ष (श्री सुरेश पचौरी): आप अपनी बात रखिए, किसे मत सुनाइए सलीम साहब।

श्री मोहम्मद सलीम: मैं सिर्फ सवाल ही रख देना चाहता हूँ। मंत्री जी हो सकता है कि चले जाएँ क्योंकि वे लोकसभा में बैठते हैं, आजकल वे यहाँ हैं।

फ्रेट फेयर के बारे में कहते हैं। हम लोग उसका विरोध क्यों करते हैं। इस बार के सेक्कंड क्लास में आपने फेयर नहीं बढ़ाया है लेकिन मैंने यह दिखाया है कि जिस तीन साल की कामयाबी का आप डिबेट पीट रहे हैं उस तीन साल में जो मंथली सीजन टिकट है जो क्वार्टर्ली सीजन टिकट है उनमें मोर देन 100 पर सेंट इन्क्रीज हुआ है। और जो एंसी० फर्स्ट क्लास का फेयर है वह लैस देन हंडरेड परसेंट इन्क्रीज हुआ है। इससे पता चलता है कि आपका एलीट बायस्क है। आप किसको बढ़ाना चाहते हो, दोड़ हूँ कैन अपोर्टैंट उसको लैस बर्डन दे रहे हैं, दोड़ हूँ कैन नाट अफोर्डैंट उसको आप ज्यादा बर्डन दे रहे हैं। इस बारे में आपकी फिलासफी क्या है?

मैट्रो रेलवे कलकत्ता का है। आप खुद बोलते हैं हम हमारे देश में जो प्लान करते हैं, हाफ-हारटेड करते हैं। आपने अभी बोला कि पर्याप्त नहीं होगा। तो कैसे चलाएंगे। मैट्रो रेलवे अभी 70.5 परसेंट की स्टेज में है। इट इज नाट वायेबुल। अगर उसका सेक्कंड फेज टालीगंज टु गरिया नहीं होगा तो उसको आप वायेबुल नहीं कर पाएंगे। तो सेक्कंड फेज के लिए आप कोई बात करेंगे या नहीं? "गड्डस" ने खुद रिपोर्ट जमा की है सेक्कंड फेज के बारे में।

त्रिपुरा की रेल लाइन के बारे में कहना चाहता हूँ। सुधीर मजूमदार जी यहाँ हैं। त्रिपुरा गुरु स्टेट है। स्टेट कैपिटल में रेल लाइन नहीं है। पिछले तीन साल में जब भी रेल बजट आया है हम लोगों ने कहा कि धर्मनगर से अगर तल्ला को जोड़िए ... (व्यवधान) तो आप स्टे कैपिटल को जोड़ेंगे आप कम से कम यह कहें कि आने

وال 10—20 سال م یا کب یہ کرنے جا رہے ہیں
... (سب سے پہلی) میں پڑھ کر رہا ہوں۔

۱۱۔ مری محمد سلیم پٹنوی: اب سب
ادھیکار ہوئے۔ ابھی مہینہ گزرا ہے
صالحین ریوے کے بارے میں بتا رہے تھے۔
ہمالین ریوے کے ڈیویلمنٹ کے بارے
میں پچھلی بار بھی جب میں نے بحث میں
حصہ لیا تھا تو میں نے یہ کہا تھا۔ منتری
مہود کا جواب آیا کہ میں اسے اٹھانے
پر آمادہ ہوں۔ جب بھی کوئی شکایت آتی ہے
تو انھیں یہ لگتا ہے کہ جب ہم اتنی سب
چیزیں اٹھا رہے ہیں تو کوئی اور نئی ریوے
نہیں اٹھائیں گے۔ میں اٹھانے کی بات نہیں
کر رہا ہوں۔ اس کے ڈیویلمنٹ کی بات
کر رہا ہوں اس بارے میں بحث میں آسکتے
ڈیویلمنٹ کے لئے کچھ نہیں ہے جبکہ وہ
ہمارے لئے بہت اچھے ہے۔ ٹورزم کے
پوائنٹ آف ویو سے بھی اور پر باروں
کی درستی سے بھی یہ کافی اچھے ہے۔
عمدہ چیر نے اس کے ڈیویلمنٹ کے لئے
آپ کچھ نہیں کیا ہے۔ دوسرا پوائنٹ
ابھی منتری نے جواب میں یہ کہا ہے
کہ جو سیکشنز اور کلکٹرز پروجیکشن
ہیں نیو لائن کے لئے ان کی ٹوٹل کاسٹ
ہے۔ ۵۰۰ کروڑ روپے اور اب اس
بار کے بجٹ میں ۹۶-۹۷ کے لئے نیو

لائن کے لئے ۲۰۰ کروڑ روپے کا انکوارسٹ
ہے۔ تو آئی وائیٹ ٹو نو فرام دی منسٹر۔
اسی لئے ہے اگر آپ نے لائنیں بنائیں
تو آئی وائیٹ جنکی آپ بنیاد ڈال چکے ہیں
جو سیکشنز اور کلکٹرز ہیں جن کے لئے ۵۰۰
روڑ روپے لگائیں گے۔ انکو پورا کرنے کے لئے
کئی سال لگائیں گے۔ اس کا کوئی پروجیکشن
ہے یا نہیں ہے۔ "مداخلت"۔
ٹورزم کا پیسہ بھاگ جائے گا آپ
"مداخلت"۔ وہ لگتا ہے کہ ابھی
پبلک سیکٹر میں "مداخلت"۔ آپ
یہ سب باتیں مت کرو۔ بلکہ جائیداد کا معاملہ
میٹرو ریوے ملک کے لئے ہے۔ آپ خود
جانتے ہیں۔ ہم ہمارے ریش میں جو
بلان کرتے ہیں۔ صاف صارفین کرتے
ہیں۔ آپ نے ابھی بولنا کہ پراپٹ نہیں ہوگا
تو اس کے خلاف میں گے۔ میٹرو ریوے ابھی
میٹرو پوائنٹ پانچ پریسٹ کی اسٹیج میں
ہے۔ اس کے انڈیا وائٹ بل۔ اگر اس کا
سیکشن فیئر ٹائی گئے تو گریا نہیں ہوگا تو
اس کے آپ وائٹ بل نہیں کر پائیں گے۔ تو
سیکشن فیئر کے لئے آپ کوئی بات کریں گے۔
یا نہیں۔ "مداخلت" نے رپورٹ جمع کی
ہے سیکشن فیئر کے بارے میں۔

تربپورہ کی ریل لائن کے بارے میں کہنا
چاہتا ہوں۔ سیدھے محمد ادرجی یہاں ہیں
تربپورہ ایک اسٹیشن ہے۔ اسٹیشن کیپٹل
میں ریل لائن نہیں ہے۔ پچھلے تین سال
میں جب بھی ریل بجٹ آیا ہے۔ ہم لوگوں
نے کہا ہے کہ دھرم نگر سے انگر تالہ کو جوڑنا
... "مداخلت" ... تو آپ اسٹیشن کیپٹل
کو جوڑینگے۔ آپ کم سے کم یہ کہیں کہ
آنے والے دس بیس سالوں میں
یا ایک گزے جارہے ہیں۔ "مداخلت" ...
وقت کی گنتی ... میں ہر شے کو
آپ سبھا ادھیکشن مشری سریش؟
ٹی بیٹ کوئی دوبارہ تھوڑے ہی شروع
رہے ہیں۔

[شری محمد سلیم: دوبارہ نہیں۔ میں صرف
کچھ باتیں منتری مہودے سے جاننا چاہتا ہوں
ہم لوگوں نے یہاں کنسٹیڈ رکھا تھا۔ لوگ
سبھا منتری جی ویست تھے۔ ہم نے منتری
جی کی گہرا "میں بول دیا۔

آپ سبھا ادھیکشن: آپ اپنی بات
رکھئے۔ جسے مت سنائیے سلیم صاحب۔
شری سلیم صاحب: میں صرف سوال ہی
دیکھنا چاہتا ہوں۔ منتری جو ہو سکتا ہے
کہ چلے جائیں کیونکہ وہ روت سبھا میں بیٹھتے

ہیں۔ آج کل وہ یہاں ہیں۔

فریٹ غیر کے بارے میں کہتے ہیں۔ ہم
لوگ اسکا ورودھ کیوں کرتے ہیں۔ اس بار
سیسائیڈ لائنز میں اپنے غیر نہیں بڑھایا
ہے۔ لیکن میں نہ یہ دیکھا یا ہے کہ جس تین
سال کی کامیابی کا آپ ڈھنڈھوڑ آپ
پیٹ رہے ہیں۔ اس سال میں جو منفی
سینئر ٹکٹ ہے۔ جو کوٹری سینئر ٹکٹ
ہے۔ انہیں مورچین ۱۰۰ پر سینئر انکریز
ہو رہے۔ اور جو اے۔ سی۔ فرسٹ کلاس
غیر ہے۔ وہ بیس دین صفدریڈ پر سینئر
انکریز ہو رہے اور جو اے۔ سی۔ فرسٹ
کلاس غیر ہے۔ وہ بیس دین صفدریڈ
پر سینئر انکریز ہو رہے۔ اس سے بہت چلتا
ہے کہ آپ اپلیٹ باڈی ہیں۔ آپ کس کو
بڑھانا چاہتے ہیں "دور ہو کئی افوز"
اسکو نہیں بڑھان "دے رہے ہیں۔ دور
ہو کئی ٹاٹ افورڈ" اسکو آپ زیادہ
بڑھان دے رہے ہیں۔ اس بارے میں آپ کی
فلاسنفی کیا ہے۔

SHRI K. RAHMAN KHAN
(Kamataka): Sir, I would like to have
only three clarification from the hon.
Minister. My first clarification is
regarding the conversion of the Shimoga —
Talguppa line. It is only 60 kms. from
Shimoga to Talguppa. This line goes to
the famous Jog Falls, which is a tourist
centre. Just leaving out 60 kms. of line

has no meaning ...*(Interruptions)* ... Only that line has to be completed. If you do not convert it, then you will be wasting this 60 kms...*(Interruptions)*... That line has to be converted.

Secondly, I would like to say something about the Chamarajnagar — Satyamandalam railways line. This line was surveyed a long time back. I do not know why our friends from Tamil Nadu are not asking for this. This is a vital link between Chamarajnagar and Satyamangalam ...*(Interruptions)* ... and that has not been demanded. Satyamangalam is in your State ...*(Interruptions)*...

Thirdly, I would like to say something about the doubling of the Mysore — Bangalore railways line which is of great importance ...*(Interruptions)*... This line has to be doubled because profit is there.

I would request the Minister to consider these things. Thank you.

SHRI P. UPENDRA: Sir, I would just like to draw the attention of the hon'ble Minister to two or three points. We are happy that the industrial relations in the Railways are very good. In order to further strengthen them, the Railways Convention Committee gave a special report on the industrial relations, on the staff welfare. I would like to know from the hon. Minister whether he has taken any action on this report, and if not, when he will initiate action. In that report, we have specially dealt with the cases of the promotee officers i.e. Group 'B' Officers. The Minister has promised this and I also mentioned this in my speech. It is a long-drawn-out case. I would like to know from the Minister as to when he is likely to settle these cases.

Another point is that all the trunk routes have been electrified except Madras—Calcutta. There are some patches which have yet to be completed. There is no talk about that. Though Visakhapatnam — Vijayawada section is under electrification, beyond

Visakhapatnam up to Kharagpur, including some portions of Orissa, they have not been covered. I would like to know when he will finish that thing.

Lastly, we mentioned about the bad punctuality of the trains, including the prestigious trains like the Rajdhani and the South-bound trains. What steps are being taken by the Ministry to improve punctuality performance and also to remove the on line failures of the rolling stock. Thank you.

SHRI SURINDER KUMAR SINGLA (Punjab): Sir, I am earnestly thankful to the hon. Railway Minister who has accepted the passionate appeal of my district Patiala. I would say that it is not myself alone but the whole of Punjab honours you for this announcement you have made. It is a first step towards the completion of a new railway line. In fact, I would say, the Railways have opened up their first account in Punjab...*(Interruptions)*... You being the first Railway Minister in the last 40 years...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): Please ask your question.

SHRI SATYA PRAKASH MALAVIYA (Uttar Pradesh): He has no question to put.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): I have to put the Resolution...*(Interruptions)*...

SHRI SURINDER KUMAR SINGLA: I would only request that it should not take longer time to push things in actual terms.

श्री गोविन्दराम मिरी (मध्य प्रदेश): महोदय, मध्य प्रदेश के छत्तीसगढ़ एरिया के साथ हमेशा से भेदभाव होता रहा है। हालांकि मध्य प्रदेश का बिलासपुर डिवीजन अलग तक का सर्वाधिक आनंदनी-देने वाला डिवीजन है, मध्य भी वहां रेल सेवाएं बिल्कुल नहीं हैं। इसलिए मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ कि वह कभी बिलासपुर जाएं और देखें कि जो सर्वाधिक आनंदनी देने वाला डिवीजन है, वहां की क्या स्थिति है?

मान्यवर, अभी छत्तीसगढ़ में रायपुर से धमतरी तक की रेल लाइन के बारे में बताया गया है। वहां रायपुर से जगदलपुर में नयी रेल लाइन की आवश्यकता है और बिलासपुर से जबलपुर याया मण्डला नयी रेल लाइन की आवश्यकता है। उसका सर्वे हो चुका है, लेकिन पता नहीं क्या हुआ है? इसी तरह सरगुजा जिला पिछड़ा हुआ है, वहां भी रेल लाइन की आवश्यकता है। इसके अलावा बिलासपुर में जो इनका भर्ती दफतर था, उसे भोपाल स्थानांतरित कर दिया गया है। महोदय, छत्तीसगढ़ के लोग गरीब हैं, वे भोपाल नहीं जा सकते। इसलिए उनकी पेशानी बढ़ गयी है। महोदय, छत्तीसगढ़ एक्सप्रेस बिलासपुर से अमृतसर तक जाती है। पहले उसमें दो फर्स्ट क्लास कोचेज लगते थे, आजकल उनको विदह्वल कर दिया गया है, जिससे कि यात्रियों को पेशानी हो रही है। उपाध्यक्ष महोदय, अंतिम बात यह कि रेलवे का जोनल दफतर खोलने की मांग बहुत पुरानी है जिसके लिए वहां कई बार आंदोलन और गिरफ्तारियां हो चुकी हैं। वहां के मुख्य मंत्री ने रेल मंत्रीजी को एक चिट्ठी भी दी है जिसे लेकर मैं एवं वहां के तमाम सांसद और हमारे यूनिनियन कैबिनेट मिनिस्टर श्री विद्याचरण शुक्ल माननीय मंत्रीजी से मार्च, 95 में मिले थे और मंत्रीजी ने इसके लिए आश्वासन भी दिया था, लेकिन बिलासपुर में रेलवे का जोनल दफतर खोलने के बारे में मंत्रीजी ने कोई वक्तव्य नहीं दिया है। इस संबंध में मैं उन्हें याद दिलाना चाहूंगा कि इनके पूर्ववर्ती मंत्री श्री माधवराव सिंधिया जी ने बिलासपुर में कहा था कि यदि कोई नया जोन खुलेगा तो बिलासपुर में खुलेगा। मैं समझता हूं कि मंत्रीजी का यह कर्तव्य बनता है कि वह अपने पूर्ववर्ती मंत्री का आश्वासन पूरा करें। धन्यवाद।

SHRI TINDIVANAM G. VENKATRAMAN: Mr. Vice-Chairman, for the last five years I have been pleading with the Railway Minister to have a railway over-bridge at Tindivanam, the place from where I hail. The Railway Minister often writes a letter telling me that the State Government should recommend. When I write to the State Government it goes to the wastepaper basket. Now, what is the remedy? Now, I have got a few months more to retire. I think, at least now the Railway Minister can consider this

श्री मोहम्मद मसूद खान (उत्तर प्रदेश):
उपसभाध्यक्ष महोदय, पिछले साल और इस साल भी मैंने अपनी तकरीर में जोनपुर सिटी स्टेशन जहां कि

बहुत सी ट्रेन जाती है, लेकिन वहां एक भी कुली नहीं है। मैंने पिछले साल यह मामला उठाया था लेकिन कुछ मिला कि दिल्ली में कुली बहुत है। उसका महोदय, मैंने तो दिल्ली का मामला नहीं उठाया था, मैंने कहा था कि जोनपुर सिटी में कुली की कमी में क्या प्रॉब्लम है दूसरे, सर — जमुना अन्तर्राष्ट्रिय बंदर से नई दिल्ली होते हुए जाए तो वहां के लोगों को बड़ी आसानी होगी। तीसरी खास बात, जो मैंने कही थी कि गोरखपुर, रायूर, महानगरीय, सरयू-जमुना श्रमजीवी ट्रेन 24-24 घंटे लेट होती है। उसके लिए अगर क्लब फर्स्ट एक्शन यह ले लें कि जो सिग्नल लोअर होने के बाद गाई — ड्राईक गद्दी नहीं देंगे। अभी क्या होता है सिग्नल लोअर होने के बाद भी एनटेंस करना पड़ता है कि ड्राईक — गाई तुम्हारा सिग्नल लोअर है, आप गाई चलेंगे। इसमें दस मिनिट लग जाते हैं और पीछे वाली गाई भी रुकी रहती है।

الغری مسعود خان اتر پردیش :
اپ ادھیکشن موجود ہے۔ پچھلے سال اور
اس سال بھی میں نے اپنی تقریر میں چیلو
سٹی اسٹیشن جہاں کی بہت سی ٹرینیں
جاتی ہیں۔ لیکن وہاں ایک بھی کولی نہیں
ہے۔ میں نے پچھلے سال یہ معاملہ اٹھایا
تھا تو جواب ملا کہ کولی میں غلبہ ہے
ہیں۔ اپ ادھیکشن موجود ہے۔ میں نے
تو دن کا معاملہ نہیں اٹھایا تھا۔ میں نے
کہا تھا کہ جو نیو اسٹی میں غلبہ کی کمی
میں کیا پراپلم ہے۔ دوسرے سر پر جو
ٹھانڈا باد سے نئی دتی ہوتے ہوئے جاتے تو
وہاں کے لوگوں کو بڑی آسانی ہوگی۔ یہی
خاص بات جو میں نے کہی تھی کہ گورکھپور
دادہ۔ جہانگیر کے۔ سر پر جو جہاں شری
ٹرینیں ۲۲-۲۲ گھنٹے لیٹ ہوتی ہیں۔

اسکے لئے اگر آپ فرسٹ ایکشن لیتے
ہیں کہ جو سنگٹل نوور ہونے کے بجائے
ڈرائیور گاڑی نہیں روکیں گے۔ ابھی
کیا ہوتا ہے سنگٹل نوور ہونے کے بعد
بھی اناؤنس کرنا پڑتا ہے۔ کہ ڈرائیور
گاڑی تمہارا سنگٹل نوور ہے۔ آپ گاڑی
چلاؤ۔ اس میں منٹ لگ جاتے ہیں۔ اور
سیچے والی گاڑی بھی رکی رہتی ہے۔]

श्री रामजीलाल (हरियाणा): उपसभाध्यक्ष महोदय, मैंने 4 तारीख को आपके माध्यम से मंत्री महोदय से उकालाना-नरमाना नयी रेल लाइन डालने की मांग की थी। इस संबंध में मुझे कहते हुए बड़ा अफसोस है कि पिछले साल 2 अगस्त को भी मैंने मांग की थी। उसके जवाब में 1 मई का लिखा हुआ पत्र मुझे 5 मई को मिला कि यह लाइन नहीं लगायी जा सकती क्योंकि इस पर 40 करोड़ रुपए खर्च होंगे। यह मंत्रालय की मेरे पास चिट्ठी है। महोदय, यदि यह चिट्ठी मेरे पास 4 तारीख से पहले आ जाती तो मैं बोलता भी नहीं।

उपसभाध्यक्ष महोदय, हरियाणा एक छोटी लीडिंग स्टेट है और उसके लिए 40 करोड़ रुपया भी नहीं है। मेरी मोदबाना गुजारिश है वजीर साहब से कि खुदा के वास्ते आप हरियाणा पर रहम कर के इस लाइन का सर्वेक्षण कराएं ताकि हम अपने क्षेत्र के लोगों को यह बता सकें। अभी 4 तारीख को रेडियो पर जब यह बात आई तो लोगों को खुशी हुई कि रामजीलाल ने इस बात को हाउस में रखा, लेकिन मुझे बहुत मायूसी हुई। इसलिए मैं वजीर साहब से फिर मोदबाना गुजारिश करूंगा कि आप इस लाइन का इसी साल इसे मंजूर कर इसका सर्वेक्षण कराने की कृपा करेंगे।

श्री त्रिलोकी नाथ चतुर्वेदी (उत्तर प्रदेश): उपसभाध्यक्ष महोदय, मैं मंत्री महोदय को धन्यवाद देना चाहूंगा कि उन्होंने लेबर पार्टिसिपेशन और जोनल मैनेजर्स को अधिक अधिकार देने के बारे में मैंने जो प्रश्न किए थे, उन पर प्रकाश डाला है और मैं आशा भी नहीं करता कि जितने भी सुझाव यहां दिए गए हैं, वे उनके सम्बन्ध में बिस्तर से बता सकते हैं लेकिन फिर भी मैं दो चीजों

की तरफ उनका ध्यान खींचना चाहता हूं। पहली बात मैं मंत्री महोदय से यह निवेदन करना चाहता हूं कि राजस्थान के संबंध में जो सुझाव और प्रस्ताव थे... जिनके संबंध में उनके पास पत्र आए हुए हैं, इस वजह से मैंने विस्तार से नहीं कहा था, जिक्र कर दिया था। मेहरबानी करके उन पर विचार करें। दूसरा धनुषकोटि और रामेश्वरम् के बीच में जो लाइन थी वह दस-बारह साल पहले टूट गई थी साइकलोन में। मैंने निवेदन किया था कि पुनः उसको लगा दिया जाए क्योंकि मैं समझता हूं कि यह सबके लिए सुविधाजनक होगी। अगर औसत कानपुर के बीच में उन्होंने कुछ जो एनाउन्समेंट की हुई है, उसके लिए फिर से धन्यवाद दूंगा, लेकिन वह मशरूफ तक और आगे आना चाहिए। धन्यवाद।

श्री जलालुद्दीन अंसारी (बिहार): उपसभाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी से यह अनुरोध करना चाहूंगा कि मोकामा और मुजफ्फरपुर में सरकारी वैगन फैक्टरी है और इस बार इन दोनों कारखानों में इन्होंने अभी तक आर्डर सप्लाय नहीं किया है। मैं चाहूंगा कि मोकामा और मुजफ्फरपुर वैगन फैक्टरी को आर्डर दिया जाए। दूसरा, पटना में रेलवे का जोनल कार्यालय खोला जाए। तीसरा, मैं मंत्री जी का ध्यान आकर्षित करना चाहूंगा कि गया एक ऐसा धार्मिक स्थल है, जो हिन्दू और बौद्ध धर्मों का प्रधान स्थल है।

† شری جلال الدین انصاری "بہار": آپ
ادھیکیشن مہودے۔ میں آپ کے پاس سے
مشری جی کے انورودھ کرنا چاہوں گا کہ مقام
اور مظفر پور میں سرکاری ویگن فیکٹری
ہے اور اس بار ان دونوں کارخانوں کو
انھوں نے ابھی تک آرڈر سپلائی نہیں
کیا ہے۔ میں چاہوں گا کہ مقامہ اور مظفر پور
ویگن فیکٹری آرڈر دیا جائے۔ دوسرا
پٹنہ میں ریلوے زونل کار یا لیم کھولا
جائے۔ تیسرا میں مشری جی کا وھیان کرشت
کرنا چاہوں گا کہ گیا ایک ایسا دارماک

استعمال کے - جو صندوق اور بودجہ میں
کا پر دھان استعمال ہے -

उपसभाध्यक्ष (श्री सुरेश पचौरी): सीधे अपनी बात रखिए, आप।

श्री जलालुद्दीन अंसारी: गया से दिल्ली आने के लिए यात्री गाड़ियों में जितना भी गया से कोटा था उसको काटकर मुगलसराय दे दिया गया है और गया की करीब करीब तमाम गाड़ियों से खत्म कर दिया गया है। मेरा निवेदन है कि उस कोटे को बरकरार रखा जाए। अंतिम बात, चालीस साल से बिहार की जनता की मांग है, खासकर, मध्य और दक्षिण बिहार के लोगों की, कि पटना और गया लाइन को डबल किया जाए। मंत्री जी ने एलान किया है कि उसको 95-96 में डबल किया जाएगा इस पटना-गया लाइन को। इसके लिए उनको हम धन्यवाद देते हैं, बढ़ाई देते हैं।

انقری جلال الدین انصاری: گیا سے
دہلی آنے والے گاڑیوں میں جتنے
بھی گیا سے کوٹے تھے - اسکو کاٹ کر منسلک
رہ دیا گیا - اور گیا کے قریب قریب
تمام گاڑیوں کو ختم کر دیا گیا ہے - میرا نوید
ہے کہ اس کوٹے کو برقرار رکھا جائے - انہم بات
چالیس سال سے بہار کی جنتائی مانگ رہے ہیں -
خاکر مدھیہ اور دکن میں بہار کے لوگوں کی
کہ پٹنہ اور گیا لائن کو ڈبل کیا جائے - معوی
جی نے اعلان کیا ہے اسکو 95-96 میں
ڈبل کیا جائیگا - اس پٹنہ گیا لائن کو اس
لئے انوکھے ریل کے واسطے میں برہائی دیتے ہیں

श्रीमती सरला माहेश्वरी: माननीय उपसभाध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान आकर्षित करवाना चाहती हूँ कि हमारी सन 1980 की जो नेशनल ट्रांसपोर्ट

अनुसार यह गाइडलाइन तो निश्चित है कि कब कौनसा नया प्रोजेक्ट लिया जाएगा, लेकिन हमारे मंत्रालय के पास इस बात की कोई गाइडलाइन नहीं है कि कब कौनसे प्रोजेक्ट को प्रीज किया जाएगा कब कौनसे प्रोजेक्ट को टैम्पेरी किया जाएगा, कब कौनसे प्रोजेक्ट को परमानेंट किया जाएगा। इसके बारे में कोई भी गाइडलाइन आज तक मंत्रालय के पास नहीं है। मैंने मंत्री महोदय से यह दरखास्त की थी कि स्टैंडिंग कमेटी ने सिफारिश की थी कि एक हाईपावर कमेटी का गठन किया जाए, जिस कमेटी में योजना आयोग शामिल हो, जन प्रतिनिधि शामिल हो, एमपीओ शामिल हों, एमएलए शामिल हों और राज्य सरकार के प्रतिनिधि भी शामिल हों ताकि वह हाई पावर कमेटी यह निश्चित कर सके कि कब कौनसे प्रोजेक्ट को बनाया जाएगा। इसके बारे में कोई जवाब इन्होंने नहीं दिया है।

दूसरा, उपसभाध्यक्ष महोदय, मेरा सवाल यह है। मंत्री महोदय, ने जो अपना बजट रखा था, उस बजट में उन्होंने जो आंकड़ा दिया ट्रेफिक के बारे में, उन्होंने कहा कि बहुत महत्वाकांक्षी योजना है, लेकिन मैं मंत्री महोदय से जानना चाहूंगी कि महत्वाकांक्षी योजना है तो उस महत्वाकांक्षी योजना को आप कैसे पूरा करेंगे? मैं आपके तीन वर्षों के आंकड़े देखे हैं। उन तीन वर्षों के आंकड़े का इनका कभी कहीं टारगेट पूरा नहीं हुआ और इस बार जो आपने इतना बड़ा आंकड़ा दिया है, इससे आप कैसे पूरा करेंगे? जब हम वैगन के बारे में बात करते हैं तो पूरा गोलमोल जवाब देते हैं। वैगन के बारे में आपकी यह स्थिति हो गई और दूसरी तरफ से शिकायत आती है वैगन की कमी थी। तो आप कारखानों को वैगन सप्लाय नहीं कर रहे। यह कौनसी नीति है। इस नीति के अनुसार अगर आप चलेंगे तो आपके आंकड़े कभी सही नहीं होंगे।

तीसरा सवाल, उपाध्यक्ष महोदय, पैसेंजर अमेनिटीज को लेकर है। आज तक उस सूची को रिवाइज नहीं किया गया है और मंत्री महोदय इस बात को जानते होंगे कि पैसेंजर अमेनिटीज के नाम पर जो एलोकेशन किया जाता है वह एलोकेशन पैसेंजर अमेनिटीज पर खर्च नहीं होता बल्कि वह इन्फ्रास्ट्रक्चर के ऊपर खर्च किया जाता है। एक पर्टिकुलर मद के लिए जब आप संसद से अनुमति लेते हैं तो दूसरे मद में कैसे खर्च कर देते हैं?

उपसभाध्यक्ष (श्री सुरेश पचौरी): प्लीज खत्म

श्रीमता सरला माहेश्वरी: 'सूच, यह बहुत महत्वपूर्ण सवाल है। पैसंजर अमेनिटीज के तम पर जो फंड लेते हैं, उस फंड का उसमें इस्तेमाल नहीं करते बल्कि अपने इन्फ्रास्ट्रक्चर में इसका इस्तेमाल करते हैं। मैं मंत्री महोदय से इस बारे में जानना चाहूंगी।

इसके अलावा मैंने जिन रेल लाइन की मांग की थी, उसके बारे में भी मैं जानना चाहूंगी। धन्यवाद।

श्री राधाकिशन मालवीय (मध्य प्रदेश): उपसभाध्यक्ष महोदय, मैं पूर्व में रेलवे से संबंध के अपने विचार रख चुका हूँ ... (व्यवधान)...

उपसभाध्यक्ष (श्री सुरेश चवौरी): आप सीधी बात बोलिए।

श्री राधाकिशन मालवीय: आज घननीय मंत्री महोदय जवाब देंगे, मेरी विशेष मांग है मध्य प्रदेश की जनता की ओर से और वर्षों से इन्दौर—दाहोद रेलवे लाइन की मांग चली आ रही है और आपके डिपार्टमेंट ने उस पर करोड़ों रुपए खर्च कर दिए। मेरा आपसे अनुरोध है कि आज मेहरबानी करके अगर आप इन्दौर—दाहोद नई रेलवे लाइन के बारे में सदन को बताएंगे तो मध्य प्रदेश की जनता, महाराष्ट्र की जनता, गुजरात की जनता और हमारे आदिवासी इलाके की जनता आपके बहुत-बहुत बधाई देगी और यह बात सच है कि जाफर शरीफ साहब को बिंदगी पर हमारा ट्राइबल एरिया याद करेगा कि आदिवासी इलाके में यह नई रेलवे लाइन जा रही है, उसका अगर आज आप आश्वासन दें या आने वाले बजट में यदि उसको इन्कलूड करें तो बहुत-बहुत मेहरबानी होगी।

श्री जगेश देसाई: दाहोद में रेलवे का बर्कशप है।

श्री राधाकृष्ण मालवीय: तो इन्दौर—दाहोद को आप जोड़ेंगे तो बहुत अच्छा होगा।

एक दूसरा मैंने प्वाइंट रखा है कि अजमेर—खंडवा एक छोटी लाइन है जो बहुत पुरानी रेलवे लाइन है और यह काछीगुहा तक जाती है। अगर इस छोटी लाइन को बड़ी लाइन में बदल दिया जाए तो इससे काफी सुविधा हो सकती है।

अंत में एक आखिरी मांग और है कि गए साल आपने हज़रत निज़ामुद्दीन से इन्दौर तक की एक नई रेल चलाई थी, मगर उसमें सेकण्ड ए० सी० का एक कोच है, फर्स्ट क्लास का लगता था, वह आपने हटा लिया। मेरा आपसे अनुरोध है कि सेकंड ए० सी० का एक कोच

उसमें और लगाया जाए और इन्दौर का रिजर्वेशन का कोच उसमें नज़राना जाए।

SHRI SARADA. MOHANTY (Orissa): Sir, I will put only one question to the hon. Minister. The railways are getting crores of rupees through the sale proceeds of scrap, but it does not find a place in the Budget. In this regard, the Standing Committee on Railways has recommended the following actions to be taken by the Railways I am quoting only two sentences from its report:

"The Committee recommend that the money realized on account of sale proceeds of scrap by the different Zonal Railways should be pooled."

The second sentence is:

"The Committee reiterate then-earlier recommendation that a separate sub-head should be created in the Railway Account Books for suitable reflection of the money realized from scrap disposal."

Another point* is, the Puri-Khu'da Road Una what action has been taken by the Railways in this regard should be doubled, as requested by Mr. Desai also.

Thank you, Sir.

श्री वीरेन्द्र कटारिया (पंजाब): जनाब वाइस चेयरमैन साहब, रेलवे मिनिस्टर साहब की खिदमत में मैंने अर्ज किया था कि गंगा नगर से हावड़ा तक एक गाड़ी जाती है और वह रोज 7 घंटे, 8 घंटे, 10-10 घंटे लेट होती है और कई दफा तो बापसी पर जब हावड़ा से आती है तो गंगा नगर जाने की बजाय वह पटना तक ही जाकर वापिस आ जाती है। आप अंदाज़ा लगा सकते हैं कि मुसाफिरों को कितनी तकलीफ होती होगी। जब यह गाड़ी चलाई गई थी तो वह गंगा नगर से दिल्ली तक थी और तब तक यह गाड़ी बिल्कुल अपने वक्त पर आती थी, वक्त पर आती थी और तब इसका रख-रखाव भी बहुत अच्छा था, लेकिन अब तो इसका हालेज़ार क्या बयान करें।

میں ریلوے مینسٹر صاحب سے انرجی کانگریس کی اس
گائیڈ کو جس تہی کے سے اوپرینل تہر پر ۲۰۰۳ نگر سے
دیلٹی تک چلایا گیا تھا، اسی تہی کے سے نگر سے
دیلٹی تک اسکو کر دیا اور ہمیں اس
موسیبت سے نجات دلائی جائے۔ یہ ایک دو دن کی بات نہیں ہے۔
دو سال ہو گئے ہیں اس تکلیف کو مٹا دینا
فرمان ہوئے۔ اب لوگوں کی خواہش یہ ہے
کہ ہمارے مہربانی آپ ہمارے اوپر نظر فرما
فرمائیے۔ اور ہمیں اس مصیبت سے نجات دلائیے۔

انٹرنی ویبرینڈر کنٹاریہ پنجاہ
وائس چیرمین صاحب۔ ریلوے مینسٹر صاحب
میں خدمت میں میں نے عرض کیا تھا کہ کنٹاریہ
سے علوڑہ تک ایک گاڑی جاتی ہے اس
دن روز ۸ گھنٹے ۸ گھنٹے دس دس
گھنٹے تک لیٹ ہو جاتی ہے اور کئی دفعہ
تو ایسی پر جب علوڑہ سے آتی ہے
تو گنگا نگر جانے کے بجائے وہ بھٹنڈہ
تک جا کر رہی واپس آ جاتی ہے۔ آپ اسکا
تکلیف دہیوں کہ مسافروں کو کئی تکلیف
ہوتی ہوگی۔ جب یہ گاڑی جلائی گئی
تھی تو گنگا نگر سے دہی تک تھی اور تب
تک یہ گاڑی بالکل اپنے وقت پر آتی
تھی سو وقت پر جاتی تھی اور تب اسکا
رکھو رکھاؤ بھی بہت اچھا تھا۔ لیکن
اب تو اسکا حال ناز کیا بھلا نہیں۔
میں ریلوے مینسٹر صاحب سے عرض کروں گا
کہ اس گاڑی کو جس طرح سے اور پچھلے
پر گنگا نگر سے دہی تک چلا دیا گیا تھا اسی
طرح سے گنگا نگر سے دہی تک اسکو کر دیا

جائے اور ہمیں اس مصیبت سے نجات دلائی
جائے۔ یہ ایک دو دن کی بات نہیں ہے۔
دو سال ہو گئے ہیں اس تکلیف کو مٹا دینا
فرمان ہوئے۔ اب لوگوں کی خواہش یہ ہے
کہ ہمارے مہربانی آپ ہمارے اوپر نظر فرما
فرمائیے۔ اور ہمیں اس مصیبت سے نجات دلائیے۔

THE VICE-CHAIRMAN (SHRI
SURESH PACHOURI): Mr. Sikander
Bakht. After he speaks, I will put the
Resolution to vote.

DR. BIPLB DAS GUPTA: Some reply
at least should be given.

विपक्ष के नेता (श्री सिकंदर बख्त): सदर साहब,
मामला सिन्फ-ए-नाजुक का है और मुझे मालूम नहीं कि,
मैं करीब से रेलवे मिनिसटर साहब के मिन्त्रा से वाकफ
नहीं हूँ, सिन्फ-ए-नाजुक के मसाल इन्के सामने
आते हैं तो इनका दिल पिघल सकने के कठिन है श्री
या नहीं? मैं सुना है कि शंकर दयाल सिंह जी ने यह
मसला उठाया था कि पैमान-ए-
पार्लियामेंट के सफर के सिलसिले में उनके स्पेशल
उनके साथ नहीं जा सकते, आर के इन्फे के
मुताबिक, उनको जान चाहिए। अपने अपने शायब में
कोई अपने दिल की नज़र का नज़र नहीं किया, कोई
आपने सिन्फ-ए-नाजुक मसाल को हल करने की
कोशिश नहीं की। क्या मैं कोई मसाल क्वाव रेलवे
मिनिसटर साहब से सुन सकता हूँ? ब अक्कल
वाल्लुकात इनके घर मैं श्री कुछ बिगड़े हुए है?

انٹرنی سکریٹری "مدھیہ پریش":
صاحب۔ معاملہ صنف نازک کا ہے اور
مجھے معلوم نہیں کہ۔ میں قریب سے ریلوے
مینسٹر صاحب کے مزاج سے واقف نہیں ہوں۔
صنف نازک کے مسائل کے سامنے آتے
ہیں تو انکا دل بگھل جاتا ہے یہی بات نہیں۔

میں نے سنا ہے کہ سیکرٹریال سسٹم جی نے
یہ مسئلہ اٹھایا تھا کہ عمیران پارلیمنٹ کے
سفر کے سلسلے میں لائے اسباب و سیر لائے
ساتھ لائے جاسکتے آج کے قاعدے کے مطابق
انکو جانا چاہئے۔ اپنے اپنے بھاشن میں
کوئی اپنے دل کی نزاکت کا ذکر نہیں کیا۔
کوئی اپنے صنف نازک کے مسائل کو حل
کرنے کی کوشش نہیں کی۔ کیا میں کوئی
مقبول جواب دیلوں منسٹر صاحب سے
سنا سکتا ہوں۔ یا آج کل تعلقات لائے
مگر میں بھی کچھ بگڑے ہوئے ہوں۔

THE VICE-CHAIRMAN (SHRI
SURESH PACHOURI): If the Minister
wants to reply on these points, he may do
so.

श्री सी० के० जाफर शरीफ: मुझे लगता है कि यह
बेहतर होगा कि सिकन्दर बख्त साहब को जवाब दूँ,
ताकि मेरे घर में भी और किसी और के घर में भी
परेशानी न हो। सर, मैं तो इस बात को मानता हूँ कि
पहले मैं भी मैनबर आफ पार्लियामेंट हूँ, बाद में वज़ीर।
वैसे तो मैनबर आफ पार्लियामेंट को कम्पेनियन का पास
है। स्पाउज पास का जहाँ तक सिलसिला है, वह अलग
है और वह पार्लियामेंट के सेशन के दौरान में अपने घर
से दिल्ली तक आ जा सकते हैं। मैं समझता हूँ कि जो
मैनबर आफ पार्लियामेंट कहते हैं, इसमें कुछ दम है।
जबकि मैनबर आफ पार्लियामेंट को अपनी घरवाली को
बाई एयर लाने की जो फेसिलिटी दी गई रेलवे द्वारा
इसमें अड़चन लाना या इसके न कबूल करना, कोई
मुनासिब बात नहीं है। मैं इस बात को मंजूर करता हूँ
कि मैनबर आफ पार्लियामेंट अपने घर वालों को लाएं।
अगरचे जब कभी वह अपने घर वालों को न ला सकें,
अगर वह खुद भी आना-जाना चाहें तो उसके लिए हम
फरमाएंगे। इससे यह मामला....(व्यवधान)।

†[] Translateration in Arabic Script.

श्री शंकर दयाल सिंह: मैंने एक बात कही थी कि
मैनबर आफ पार्लियामेंट अपनी बीबी को
...(व्यवधान)।

श्री सी० के० जाफर शरीफ: बख्शें कि एक रत है
इसमें, श्री शंकर दयाल सिंह जी ने कहा था कि वह
अपनी बीबी को ही लेकर चले और कोई नहीं।

श्री सिकन्दर बख्त: आपने किसी और की भी
इजाजत दे दी।

SHRI P. UPENDRA (Aadhra
Pradesh): Spouse or "spice"?
...(Interruptions)

SHRI GURUDAS DAS GUPTA: How
many perquisites are Members of
Parliament entitled to?

SHRI C. K. JAFFER SHARIEF: My
friend, Mr. Surinder Singla, was not in
the House when I mentioned about Patiala-
Narvana-Samna. We have already stated
that we would be updating the survey and
approaching the Planning Commission
about a decision.

About a fast train service between
Ghazipur and Ferozganj via Super, we will
advise the North-Eastera Railway to
examine this and take appropriate steps to
meet this demand.

Sir, again, I think, this is not the first
debate. The second debate has taken
place. I do not know how many rounds
of debate will go on.(Interruptions)

Sir, I have already said about the
wagon industry that, taking into account
the capacity of the wagon industry,
24,000 wagons is not a meagre number. I
think, we should take adequate care of
the wagon industry, both the Wagon
India and the other wagon industry. With
24,000 wagons, I am sure, the industrial
workers are well protected. The
manfuacturers may get or may not get a
little more, but, so far as the workers are
concerned, they are well protected. I
don't think that there should be any
anxiety with regard to this.

Mr. Kariprasad mentioned about wagons for the FCI. They are being available along with the requirement of other important, OM* sector* like fertilizers, cement and coal.

With regard to Shimoga-Talguppa also, we are taking up the work. There should be no anxiety. A line is already there, and it is only a question of conversion.

Members asked about the investment.

New lines, gauge conversion, developing traffic, computerisation, signalling and tele-communication, railway electrification, other electrical works, workshops, staff quarters, staff amenities, passenger amenities, other special works, putting all the things together, the Statewise investments are as under:

Andhra Pradesh—Rs. 232.22 crores;
Assam—Rs. 185.63 crores; Bihar—Rs. 219 crores; Chandigarh—Rs. 13 crores;
Delhi—Rs. 43.83 crores; Goa—Rs. 79.70 crores;
Gujarat—Rs. 175.34 crores;
Haryana—Rs. 48.50 crores; Himachal Pradesh—of course, it is much less;

It is Rs. 22 crores; Jammu and Kashmir—Rs. 51.93 crores; for Karnataka, about which everybody is talking, it is Rs. 224 crores; Kerala—Rs. 64.28 crores. It is according to the size of the State. Madhya Pradesh—Rs. 210.18 crores; Maharashtra—Rs. 305.85 crores; Meghalaya—Rs. 5 crores and for Nagaland it is not much. Orissa—Rs. 188.27 crores; for Punjab it is also not much. Rajasthan—Rs. 328.69 crores. Tamil Nadu—Rs. 176.31 crores. UP—Rs. 249.29 crores.

SHRI V. NARAYANASAMY: Why Tamil Nadu has been singled out? why only this much for Tamil Nadu? That is my specific question. ...*(Interruptions)*...

SHRI TINDIVANAM G. VENKATRAMAN: Why should there be such a vast disparity? ...*(Interruptions)*...

SHRI C.K. JAFFER SHARIEF: West Bengal—Rs. 380.67 crores. Sir, this is the break-up of investments. This is what one should understand

SYED SIBTEY RAZI (Uttar Pradesh): What about U.P., Sir?

SHRI C.K. JAFFER SHARIEF: About UP I have already said.

It is Rs. 250 crores.

श्री सैयद सिब्ते रज़ी: उत्तर प्रदेश के लिए क्या योजना है, सितम?

श्री सी. के. जाफर शरीफ: उत्तर प्रदेश पर हुआ है, सितम भी सब पर हुआ है।

I think the picture is now very clear. I do not think there is any reflection on anyone. It is a selfreflection in a forum like this, which passes the Budget. No Minister can escape your notice and take away all the investment to a particular area. It has to be balanced and one should have a broader vision, a broader outlook for the economic growth of the country.

Some Members talked about zones and divisions. The Railway Reforms Commission had made recommendations about this in 1981-82. The Government has accepted them now. It has already been spelt out in the Budget speech. I have also made some specific provisions for that, in which one zone is going to Karnataka. Another may go to Rajasthan. There are demands from Bihar and Madhya Pradesh. ...*(Interruptions)*... We have also taken decisions about the Gujarat-Ahmedabad Division. Like that we have taken certain decisions to decentralise, based on norms, not merely for a fancy, but with a view to cater to marketing, traffic and also to see that more supervision is there in the field activities such as safety and other administrative conveniences.

It may not be possible for me to answer each and every point of the hon. Members. However, I will be writing to them separately. I repeat that whatever suggestions they have made, we will keep them in mind. We are grateful to them for their constructive criticism and valuable suggestions. The feedback that we get from the Members on the total

performance of the Railways is always educative for us. We will try our best to live up to their expectation, I appeal to them to extend their continued support and valuable suggestions not only on the floor of the House but even otherwise. Thank you very much.

THE VICE-CHAIRMAN (SHRI SURESH PACHOURI): I shall now put the Resolution moved by the Railway Minister, Shri C.K. Jaffer Sharief, to vote. The question is:

"That this House approves the recommendations made in paragraphs 56, 57, 58, 59, 60, 61, 62, 63, 64 and 65 contained in the Ninth Report of the Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues, etc, which was laid on the Table of the Rajya Sabha on the 15th March, 1995.

The motion was adopted.

I. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1995

II. THE APPROPRIATION (RAILWAYS) No. 3 BILL, 1995

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Vice-Chairman, Sir, I move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1995-96 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration." Sir, I also move:

"That the Bill to provide for the authorisation of appropriation of

money out of the consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1993, in excess of the amounts granted for those

श्री सत्य प्रकाश आलवीय (अरु प्रदेश): उपसभाध्यक्ष जी, मैं इलाहाबाद यात्री निक्का के बारे में मंत्री जी को याद दिलाना चाहता हूँ। यह बात मैं हर वर्ष, 1992 में, 1993 में, 1994 में और 1995 में कह रहा हूँ इसकी याद दिला रहा हूँ। यद्यपि, आपके जो प्रेडोसिसर थे, श्री जनेश्वर मिश्र, उन्होंने इलाहाबाद में रेल यात्री निवास की घोषणा ही नहीं की थी बल्कि उसका शिलान्यास भी किया था। बाक्यदा फर्कन करके उसका शिलान्यास किया गया था। हर वर्ष मंत्री जी इस सिलसिले में आश्वासन देते हैं कि फर्कटरी कंस्ट्रैट है लेकिन हम इस पर विचार करेंगे। अब अंतिम वर्ष है, इसलिए मैं चाहता हूँ और इस बारे में मैं डिक्लेर भी कर चुका हूँ। इस रेल यात्री निवास का काम आगे बढ़ना चाहिए, इलाहाबाद में इसकी जरूरत है। अब एक मंत्री ने इसका शिलान्यास कर दिया है और इसकी घोषणा सदन में की है तो उसको माना जाना चाहिए।

मेरी केवल दो छोटी बातें हैं जिसमें कोई फाइनैसियल कंस्ट्रेट नहीं है। दो गाड़ियाँ वीकली चलती हैं। एक तो 2423 और 2424 गुवाहाटी राजधानी एक्सप्रेस और 2421, 2422 भुवनेश्वर-राजधानी एक्सप्रेस। यह जो भुवनेश्वर-राजधानी एक्सप्रेस है यह कनपुर में रुकती है, मुगलसराय में रुकती है। कनपुर में एक 5 मिनट रुकती है और मुगलसराय में 12 मिनट रुकती है और धनबाद में 8 मिनट रुकती है आसनसोल में 8 मिनट रुकती है। मेरा यह निवेदन है कि यह नयी दिल्ली-गुवाहाटी-राजधानी एक्सप्रेस और नयी दिल्ली भुवनेश्वर एक्सप्रेस है, इसको इलाहाबाद में भी रोक जाये जैसा कि पहले राजधानी का आपने किया था। इसके लिए मैं आपको शुक्रिया अदा करता हूँ और निवेदन करता हूँ कि आप मेहरबानी करके इसकी भी घोषणा कर दें।

services and for that year, as passed by the Lok Sabha, be taken into consideration."

The question is whether the Bill is to be passed.