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श्री जनार्दन यादव (बिहार): उपसभ्य अध्यक्ष महोदय, मैं आपके माध्यम से सरकार का ध्यान नैतिक युवा केन्द्र संगठन, ईस्ट एन्ड्स एक्जाम इंस्टीट्यूट गैंगी इंडोर स्टेडियम, नई दिल्ली में व्याप्त कुरीतियों तथा अपने छात्रों के लोगों को योग्य स्थानों पर बैठने के लिए जो प्रयास चल रहा है, उसकी ओर आकृष्ट करना चाहता हूँ।

महोदय, उसी मंत्रालय ने युवा कार्य एक्जाम खेल विभाग के अंतर्गत जिला स्तर पर संवर्ग प्रथम श्रेणी के एजपत्रित 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 ट्रिब्यूनल के इस फैसले को मानते हुए इन्हें भारत सरकार में सामंजस्य का फैसला दिया है किन्तु दुःख है कि पांच महीने बीत गए हैं अभी तक उन पदाधिकारियों की अधिसूचना नहीं हुई है।

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**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) 195-96**

**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 *suo moto* to identify backward and tribal areas and prepare plans 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

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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 resource constraint and there is no way out. 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 untill 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) Jugighopa-Goalpara of Jogighopa-Guwahati line (17 kms), and (c) Nischintpur-Kakdwip of Laxmikantpur-Namkhana line (9 km). 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) Jogighopa-Goalpara (17 kms), (b) Laxmipur-Raygada of Koraput-Raygada line (102 kms), (c) Karanjali-Nischintpur of Lakshmikanthapur-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 preferred 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 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 kilometrage 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-a-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 kms. 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 so, 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 crores for additional wagons and, correspondingly, Rs. 110 crores for additional locomotives.

In addition, this will require commensurate facilities for maintenance including staff which means 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 wagons 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 the 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 the procurement of wagons, set some norms and within two days they changed it. I want to know whether you will procure wagaons 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 had shortage of wagons. On fertilizers, I can show you Press cuttings. The fertilizer and cement industries are complaining about wagons. Is it so 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 on the pitheads 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 Railway Ministry, invested Rs. 153 crores in modernising the Wheel and Axle Plant at 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 would 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 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 something else. I have told our Railway 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  
 source is Durgapur and the Wheel and  
 Axel Plant at Bangalore.

SHRIJIBON ROY: Sir,...(Interrup-  
 tion)...

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 same thing. 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,  
 we 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  
 to come 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...(Interrup-  
 tions)...

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, then 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 of orders for wagons from the Railway Board.

उपसभाध्यक्ष (श्री सुरेश पचौरी): हर एक एनाउंसमेंट के बाद आप क्वेश्चन पूछेंगे तो रिप्लाय कभी कत्त 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 letter to him, here it is. Fifty per cent of orders will be routed through Wagon 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 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, what are you deciding here? You declare it. (*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 Rs. 7,500 crores. This is higher than last year's Plan by nearly Rs. 1,250 crore. But the budgetary support is at the level of last year, i.e. Rs. 1,150 crores only. As budgetary support in percentage terms 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. 2,200 crores to be raised by the Indian Railway Finance Corporation (IRFC). There is 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 production 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 Budgetary 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 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 recommend them.

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

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 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 Engineering-cum-Final Location Survey 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 and the project is now targeted to be completed during 1996. A preliminary techno-economic survey to extend the line from Luz to Taramani has been included in the Budget.

In Bomaby area, the Mankhurd-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-Turbhe-Nerul Vashi section, and
- (iv) Belapur-Panvel 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 कत्त पूछ था...

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

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

**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 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 bed-roll 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/departure of trains and reservations/waiting 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 halts 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 economies 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 schemes, all 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 fuelefficient and environment-friendly mode. We are also aware that

roads are getting congested day by day. In such a situation, introduction of intermodal 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 Shankar Dayal Singh, 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: No-body 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 Demands 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 Eranakulam, 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 section 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 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 order. 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 is producing good quality railway engines which have a capacity of manufacturing engine with 5,000 horsepower. Do we need to cut down the capacity by more than 30%? They cut down the capacity. They are bringing railway engines 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 for 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.

**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 a 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 जोनल 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 सीज़न टिकट का किराया बहुत बढ़ाया है। लोग रोज़ी-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 है तो आप इसके बारे में क्या दूसरा इंतज़ाम करने के बारे 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 कन्वर्शन के बारे में कुछ प्रोग्राम बनाएंगे?

**SHRIMATI NATARAJAN:** I just wanted to ask the 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 चलाती 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 गंदा है। साथ ही पेटरी कार उस गाड़ी में नहीं है। खाना और चाय उसमें नहीं

मिलती है। मैं जानना चाहता हूँ कि क्या मंत्री जी इस प्लेटफॉर्म का अपग्रेडेशन करायेंगे और उस गाड़ी में इसमें पेंटरी 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 सर्दी से ठिठुर कर बीमार होंगे तो उसका कम्पनसेशन कौन देगा?

**SHRI B.K. HARIPRASAD** (Karnataka): 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 Hubli is being closed. The funds that are allocated for it have been diverted to Trichy ...*(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 conversion 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, आभार 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 Buffalo 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 least 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 parts, 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 being 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 large 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। वहां पर सारा इनफ्रस्ट्रक्चर है, माल गोदाम है, रेलवे लाइन बिछी पड़ी है। जितने यहां से पर्यटक जाते हैं, हर व्यक्ति को 100 रुपये कुली को शहर में सामान ले जाने के लिए देने पड़ते हैं। कम से कम इसकी घोषणा तो कर दीजिये। दूसरा मैंने 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 राईल 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 शिमला के लिए रेल कार चलती है उसमें थोड़ा सा सुधार करिए। उसमें सौचालय की व्यवस्था करें क्योंकि उसकी स्पीड तेज है इसलिए वह आपको ज्यादा आय भी दे सकती है। उसके बारे में कुछ कहिए। हिमाचल प्रदेश में कम से एक दो किलोमीटर तो अपने समय में रेल लाइन बिछा दीजिए ताकि हम भी आपको बचू रखें।

**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 हूं कि बागहा में एक पुल काफी दिनों से लम्बित है। सर्वेक्षण भी हो चुका है। तो उत्तर बिहार

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और दक्षिण बिहार को इस बगल्ल के झू 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, पट्टी, 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, रांची, डाहटन गंज, धनबाद, जमशेदपुर और पटना को किसी तेज गाड़ी से जोड़ा जाए। छोटा नागपुर के लोगों को बड़ी असुविधा होती है। छोटा नागपुर में रेल सेवा बहुत बुरी अवस्था में है और वहां के लोग बहुत बड़ी असुविधा में हैं। इसलिए हम कहना चाहते हैं कि इन सारी बातों पर वे ध्यान दें और सबसे अंतिम बात है कि जमालपुर में एकमात्र 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 महेश्वर 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 हूं। 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 हूं, इसके डेवलपमेंट की बात कर रहा हूं। इस बार में बजट में उसके डेवलपमेंट के लिए कुछ नहीं है जबकि वह हमारे लिए बहुत अच्छी है। टूरिज्म के प्वाइंट 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 सैक्शन्ड और क्लियर्ड प्रोजेक्ट्स हैं न्यू लाइन के लिए उनकी टोटल कास्ट है 4,500 करोड़ रुपए और अब इस बार के बजट में 1995-96 के लिए न्यू लाइन के लिए 200 करोड़ रुपए का उनका बंदोबस्त है। तो आई वॉटेड टु नो फ्रम द मिनिस्टर, इसी रेट से अगर आप नयी लाइनें बनाएंगे तो आलरेडी जिनकी आप बुनियाद डाल चुके हैं जो सैक्शन्ड और क्लियर्ड हैं जिनके लिए 4,500 करोड़ लगाएंगे, उनको पूरा करने के लिए कितने साल लगेंगे। इसका कोई प्रोजेक्टेड हिसाब आपके पास है या नहीं है (व्यवधान)

डिवीडेंड 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 हूं। हम लोगों ने यहां कंसीडर 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 हूं। मंत्री जी हो सकता है कि चले जाएं क्योंकि वे लोकसभा में बैठते हैं, आजकल वे यहां हैं।

फ्रेट फेयर के बारे में कहते हैं। हम लोग उसका विरोध क्यों करते हैं। इस बार के सेकेंड क्लाज में आपने फेयर नहीं बढ़ाया है लेकिन मैंने यह दिखाया है कि जिस तीन साल की कामयाबी का आप डिबोरा 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 एन्सी-फर्स्ट क्लास का फेयर है वह लैस देन हंड्रेड परसेंट इन्क्रीज हुआ है। इससे पता चलता है कि आपका एनीट बायस्क है। आप किसको बढ़ाना चाहते हो, दोन हू कैन अपोर्ट उसको लैस बर्डन दे रहे हैं, दोन हू कैन नाट अपोर्ट 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 सेकेंड फेज टालीगंज टु गरिया नहीं होगा तो उसको आप वायेबुल नहीं कर पाएंगे। तो सेकेंड फेज के लिए आप कोई बात करेंगे या नहीं? "शफ्ट्स" ने खुद रिपो' जमा की है सेकेंड फेज के बारे में।

त्रिपुरा की रेल लाइन के बारे में कहना चाहता हूं। सुधीर मजूमदार जी यहां हैं। त्रिपुरा ग्रुप 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



वाल 10—20 साल में या कब यह करने जा रहे हैं  
... (समय की घंटी) मैं प्रश्न कर रहा हूँ।

[[श्री محمد سلیم "پیشی بنگال": آپ سبھا  
ادھیکش مہودے۔ ابھی مہیشور سنگھ جی  
صہالین 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  
مہودے کا جواب آیا کہ میں اسے اٹھائیں  
ریا ہوں۔ جب بھی کوئی شکایت آتی ہے  
تو انھیں یہ لگتا ہے کہ جب ہم اتنی سب  
جغزیوں اٹھا رہے ہیں تو کوئی اور نئی ریوے  
نہیں اٹھائیں گے۔ میں اٹھانے کی بات نہیں  
کر رہا ہوں۔ اسکے ڈیویلمنٹ کی بات  
کر رہا ہوں اس بارے میں بحث میں آئے  
ڈیویلمنٹ کیلئے کچھ نہیں ہے جبکہ وہ  
ہمارے لئے بہت اچھی ہے۔ ٹورزم کے  
پوائنٹ آف ویو سے بھی اور پرباوری  
کی درستی سے بھی یہ کافی اچھی ہے۔  
عہدہ جغزیہ اسکے ڈیویلمنٹ کیلئے  
آپ کچھ کرینگے یا نہیں۔ دوسرا پوائنٹ  
ابھی منتری جی نے جواب میں یہ کہا ہے  
کہ جو سیکشنڈ اور کلرڈ پروجیکشنس  
ہیں نیو لائن کیلئے انکی ٹوٹل کاسٹ  
ہے۔ ۵۰۰ کروڑ روپے اور اب اس  
بار کے بجٹ میں ۹۶-۹۷ ایلئے نیو

لائن کیلئے ۲۰۰ کروڑ روپے کا اڑکابہ دست  
ہے۔ تو آئی وانٹیڈ ٹو نو فرام دی منسٹر۔  
اسی ریل سے اگر آپ نئی لائنیں بنائیں گے  
تو آل ریلوی جنٹی آپ بنیاد ڈال چکے ہیں  
جو سیکشنڈ اور کلرڈ ہیں جنکے لئے ۱۵۰۰  
کروڑ روپے لگائیں گے۔ انکو پورا کرنے کیلئے  
تین سال لگائیں گے۔ اسکا کوئی پروجیکشنڈ حسا  
آپ کے پاس ہے یا نہیں ہے۔ "مداخلت"۔  
ٹو میٹرو کاپیسہ لکھا جائیگے آپ  
... "مداخلت"۔ وہ لگتا تھا ڈال ہی ہے  
پبلک سیکٹر میں۔ "مداخلت"۔ آپ  
یہ سب باتیں مت کرو۔ بلکہ جائیگا معاملہ  
میٹرو ریوے حکومت کا ہے۔ آپ خود  
بوتے ہیں۔ ہم ہمارے دیس میں جو  
بلان کرتے ہیں۔ حاف صارفینڈ کرتے  
ہیں۔ آپ نے ابھی بولا کہ پرباوت نہیں ہوگا  
تو تیسے چلا دیں گے۔ میٹرو ریوے ابھی  
سٹرپوائنٹ پانچ پرمینٹ کی اسٹیج میں  
ہے۔ اس انرائٹ وائے بل۔ اگر اسکا  
سیکشنڈ فیز ٹائی گنج ٹو کر یا نہیں ہوگا تو  
اسکو آپ وائے بل نہیں کر پائیں گے۔ تو  
سیکشنڈ فیز کیلئے آپ کوئی بات کرینگے۔  
یا نہیں۔ "دراستہ" نے رپورٹ جمع کی  
ہے سیکشنڈ فیز کے بارے میں۔

تربورن کی ریل لائن کے بارے میں پتا  
چاہتا ہوں۔ سیدھے مجددار جی یہاں ہیں  
تربورن ایک اسٹیشن ہے۔ اسٹیشن کیپٹل  
میں ریل لائن نہیں ہے۔ پچھلے تین سال  
میں جب ریل بجٹ آیا ہے۔ ہم لوگوں  
نے کہا ہے کہ دھرم نگر سے اگر تھلہ کو جوڑ دے  
۔۔۔ "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 پرسٹی کو رہا ہوں۔  
آپ سبھا ادھیکش مشری سریش پجاری:  
ڈیپٹ کوئی دوبارہ تھوٹے ہی شروع کر  
رہے ہیں۔

[شری محمد سلیم: دوبارہ نہیں۔ میں عرف  
کچھ باتیں مشری مہودے سے جاننا چاہتا ہوں۔  
ہم لوگوں نے یہاں تھوٹا رکھا تھا۔ نوک  
سبھا مشری جی ویسٹ تھے۔ ہم نے مشری  
جی کی گہرائی میں بول دیا۔  
آپ سبھا ادھیکش: آپ اپنی بات

رکھتے تھے۔ قصے مت سنائیے سلیم صاحب۔  
شری سلیم صاحب: میں عرف سوال ہی  
رکھ دینا چاہتا ہوں۔ مشری جو ہو سکتا ہے  
کہ چلے جائیں کیونکہ وہ نوک سبھا میں پہنچے

ہیں۔ آج کل وہ یہاں ہیں۔  
فریٹ فیر کے بارے میں کہتے ہیں۔ ہم  
لوگ اسکا ورودھ کیوں کرتے ہیں۔ اس بار  
سیمپلنگ لائنز میں آپنے فیر نہیں بڑھایا  
ہے۔ لیکن میں نے یہ دیکھا یا ہے کہ جس تین  
سال کی کامیابی کا آپ ڈھنڈھوڑا آپ  
بیٹ لے رہے ہیں۔ اس سال میں جو منفعی  
سینئر ٹکٹ ہے۔ جو کو اٹری سینئر ٹکٹ  
ہے۔ انہیں مورچین ۱۰۰ پر سینئر انکریز  
ہوا ہے۔ اور جو اے۔ سی۔ فرسٹ کلاس  
فیر ہے۔ وہ بیس دین صفوڈ ریڈیو سینئر  
انکریز ہوا ہے اور جو اے۔ سی۔ فرسٹ  
کلاس فیر ہے۔ وہ بیس دین صفوڈ ریڈ  
پر سینئر انکریز ہوا ہے۔ اس سے بہت چلتا  
ہے کہ آپ اپلیٹ باڈی ہیں۔ آپ کس کو  
بڑھانا چاہتے ہیں "دور ہو کھیں افور"  
اسکو "بیس بڑھ" دے رہے ہیں۔ "دور  
ہو کھیں ٹاٹ افور" اسکو آپ نے زیادہ  
بڑھ دے رہے ہیں۔ اس بارے میں آپ کی  
فلاسنفی کیا ہے۔]

SHRI K. RAHMAN KHAN  
(Karnataka): 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 that you have made. It is a first major 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 put 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 अन्य तक का सर्वाधिक आनदनी-देने वाला डिवीजन है फिर 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 आनदनी देने वाला डिवीजन है, वहां की क्या स्थिति है?

मन्थर, अभी छत्तीस में रायपुर से अमरावत तक का रेल लाइन के बारे में बताया गया है। वहाँ रायपुर से अमरावतपुर में नयी रेल लाइन की आवश्यकता है और बिलासपुर से जबलपुर का एक मण्डला नयी रेल लाइन की आवश्यकता है। उसका सर्वे हो चुका है, लेकिन काम नहीं क्या हुआ है? इसी तरह सरगुजा जिला पिछड़ा हुआ है, वहाँ भी रेल लाइन की आवश्यकता है। इसके अलावा बिलासपुर में जो इनका भर्ती दफ्तर था, उसे भोपाल स्थानांतरित कर दिया गया है। महोदय, छत्तीस के लोग गरीब हैं, वे भोपाल नहीं जा सकते। इसलिए उनकी परेशानी बढ़ गयी है। महोदय, छत्तीसप्रदेश बिलासपुर से अमरावत तक जाती है। पहले उससे दो फर्स्ट क्लास कोचें चलते थे, आधकाल उनके डिब्बे टम दिया गया है, जिससे कि यात्रियों को परेशानी हो गयी है। उपाध्यक्ष महोदय, अंतिम बात यह कि रेलवे का जोनल दफ्तर खोलने की पांग बहुत पुरानी है जिसके लिए वहाँ कोई कार्रवाई होना और गिरफ्तारी हो चुकी है। वहाँ के मुख्य मंत्री ने रेल मंत्रीजी को एक चिट्ठी भेजी है जिसे लेकर मैं एवं वहाँ के तमाम सांसद और हमारे यूनिवर्सिटी मिनिस्टर श्री विद्याचरण शुक्ल माननीय मंत्रीजी के मार्च, 25 में मिले थे और मंत्रीजी ने इसके लिए आश्वासन भी दिया था, लेकिन बिलासपुर में रेलवे का जोनल दफ्तर खोलने के बारे में मंत्रीजी ने कोई व्यवस्था नहीं किया है। इस संबंध में मैं उन्हें याद दिलाना चाहूंगा कि इनके पूर्ववर्ती मंत्री श्री आचरवराध सिंहजी ने बिलासपुर में कहा कि एक बार्ड कोई नया जोन खोलेंगे तो बिलासपुर में खुलेगा। मैं समझता हूँ कि मंत्रीजी का यह कर्तव्य बनना है कि वह अपने पूर्ववर्ती मंत्री का आश्वासन पूरी कर दें।

SHRI JINDIVANAM  
VENKATRAMAN: Mr Vice-Chairman,  
for the last five year 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  
wastepape 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 प्रसूद खान (उत्तर प्रदेश)  
उपसभाध्यक्ष महोदय, पिछले साल और इस साल भी  
मैं अपनी तकलीफें जो जोनपुर सिटी स्टेशन जहाँ कि

जून-जी ट्रेन जाती है, लेकिन वहाँ एक भी कुर्सी नहीं  
है। मैं पिछले साल यह मामला उठाया था तो बवाल  
होया कि दिल्ली में कुर्सी बहुत हैं। उपाध्यक्ष महोदय,  
यह तो दिल्ली का मामला नहीं उठाया था, मैंने कहा था  
कि जोनपुर सिटी में कुर्सी की परी में क्या प्रॉब्लम है।  
दूसरे, सरयू -- जमुना अमर गन्धिकाबाद से नई दिल्ली  
होती हुए जाए तो वहाँ के लोगों को बड़ी आसानी होगी।  
तीसरी खास बात, जो मैंने कही थी कि गोरखपुर, दादर,  
महानगराय, सरयू-जमुना श्रमजीवी ट्रेन 24-24 घंटे लेट  
होती है। उसके लिए अगर आप फर्स्ट एक्शन यह ले लें  
कि जो सिप्रल लोअर होने के बाद गार्ड -- ड्राइवर  
वहाँ नहीं रोकेंगे। अभी क्या होता है सिप्रल लोअर होने  
के बाद भी एनार्डस करवा पड़ता है कि ड्राइवर -- गार्ड  
दुआए सिप्रल लोअर है, आप गार्ड चलेंगे। इसमें दम  
निहित लग जाते हैं और पीछे कार्गो गड्डी भी रुकी रहती

الشرى مسود خان انتر برش  
اپ ادھیکش مہودے - پچھلے سال  
اس سال بھی میں نے اپنی تقاضا کی ہے  
سٹی اسٹیشن جہاں کی بہت سی ٹرینیں  
خانی ہیں۔ لیکن وہاں ایک بھی قطار  
نہیں۔ میں نے پچھلے سال یہ معاملہ اٹھایا  
تھا تو جواب ملا کہ سٹی میں قطار نہیں  
ہیں۔ اپ ادھیکش مہودے - میں نے  
تو دس سال کا معاملہ نہیں اٹھایا تھا  
لہذا تھا کہ جو نیو سٹی میں قطار کی ہے  
میں کیا براہم ہے۔ دوسرے سرے پر  
ممانعہ باد سے نوع دس ہوئے جا رہے  
ہیں کہ لوگوں کو بڑی آسان ہو گئی  
خاص بات جو میں نے کہی تھی کہ  
دروہ جہانگیر ہے۔ سرے پر جتنا سزا  
ٹرینیں ۲۲-۲۲ گھنٹے لیٹ ہوتی ہیں

اس کے لئے اگر آپ فرسٹ ایکشن لیتے  
ہیں کہ جو سنگٹل نوور ہونے کے بجو گارڈ  
ڈرائیور گاڑی نہیں روکیں گے۔ ابھی  
کیا ہوتا ہے سنگٹل نوور ہونے کے بعد  
بھی اناؤنس کرنا پڑتا ہے۔ کہ ڈرائیور  
گارڈ 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 साइक्लोन में। मैंने निवेदन किया था कि पुनः उसको लगा दिया जाए क्योंकि मैं समझता हूं कि यह सबके लिए सुविधाजनक होगी। आगरा और कानपुर के बीच में उन्होंने कुछ जो एनाउन्समेंट की हुई है, उसके लिए फिर से धन्यवाद दूंगा, लेकिन वह मशरूतक 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 को 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 عطا کردہ  
مشتری جی کے لئے انورودھ کرنا چاہوں گا کہ مقام  
اور مظفر پور میں سرکاری ویگن فیکٹری  
ہے اور اس بار ان دونوں کارخانوں کو  
انٹوں نے ابھی تک آرڈر سپلائی نہیں  
کیا ہے۔ میں چاہوں گا کہ مقام اور مظفر پور  
ویگن فیکٹری آرڈر دیا جائے۔ دوسرا  
پٹنہ میں ریلوے زونل کارپوریشن  
جائے۔ تیسرا میں مشنری جی کا وہی انڈسٹری  
کرنا چاہوں گا کہ گیا ایک ایسا دارالحکومت

استقل ہے۔ جو صندوق اور بودجہ  
کا پر دھان استقل 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 कटकर 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, बधाई देते हैं।

اگر جلال الدین انصاری: کیا سے  
دئی تے کیلئے یا ترحی گاڑیوں میں جتنے  
بھی گیا سے کوٹے تھے۔ اسکو کٹ کر منسلک  
دے 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 جنتا کی مانگ ہے۔  
خاکر مدھیہ اور دکنش بہار کے لوگوں کی  
کہ پٹنہ اور گیا لائن کو ڈبل کیا جائے۔ معوی  
جی نے اعلان کیا ہے اسکو ۹۵-۹۶ میں  
ڈبل کیا جائیگا۔ اس پٹنہ گیا لائن کو اس  
لئے انکم رخصتے وار دیتے ہیں بدھائی ختم ہے

श्रीमती सरला माहेश्वरी: माननीय उपसभाध्यक्ष महोदय, मैं मंत्री महोदय का ध्यान आकर्षित करवाना चाहती हूँ कि हमारी सन 1980 की जो नेशनल ट्रांसपोर्ट पॉलिसी है उसके, तथा 1980 रेलवे रिफार्मस कमेटी के

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। मैं 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, एमएलएओ 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 ट्रैफिक 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 आंकड़ों का इनका कभी कहीं टारगेट पूरा नहीं हुआ और इस बार जो आपने इतना बड़ा आंकड़ा दिया है, इसको 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 सप्लाई नहीं कर पा 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 करिएगा।

श्रीमता सरला माहेचरी: 'सब, यह बहुत महत्वपूर्ण सवाल है। पैसेज अमेनिटीज के नाम 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 चव्वारी): आप सीधी बात बोलिए।

श्री राधाकिशन मालवीय: आज मन्त्रीय 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 आपको बहुत-बहुत बधाई देगी और वह बात सच है कि जाफर शरीफ साहब को ज़िंदगी भर 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 उसका इन्क्लूड करें तो बहुत-बहुत मेहरबानी होगी।

श्री जगेश देसाई: दाहोद में रेलवे का बर्कराव 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 काछीगुड़ा 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 इंदौर तक की एक नई रेल चलाई थी, मगर उसमें सेकण्ड एं० सी० का एक कोच है, फर्स्ट क्लास का लगता था, वह आपने हटा लिया। मेरा आपसे अनुरोध है कि सेकंड एं० सी० का एक कोच

उसमें और लगाया जाए और इंदौर का रिजर्वेशन का कोच उसमें बढ़ाया 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 their 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-Khurda Road line 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): जनता वाइल बेयरमैन साहब, रेलवे मिनिस्टर साहब की खिदमत में मैंने अर्ज किया था कि गंग 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 वापसी पर जब हावड़ा से आती है तो गंगा नगर जाने की इच्छा रख कर भी जाकर वापिस आ जाती है। आप अंदरूनी समझ सकते हैं कि मुसाफिरों को कितनी तकलीफ होती होगी। जब यह गाड़ी चलाई गई थी तो वह गंग 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 ارجی کر رہا تھا کہ اس گاڑی کو جس تہیہ سے اورجنل تہیہ پر 4000 گرام سے دہلی تک چلایا گیا تھا، اسی تہیہ سے دہلی سے دہلی تک چلایا جائے اور اسے اس مسیبت سے نجات دلائی جائے۔ یہ ایک دو دن کی بات نہیں ہے۔

دو سال ہو گئے ہیں اس تکلیف کو برداشت کرتے ہوئے۔ اب لوگوں کی خواہش یہ ہے کہ ہمارے مہربانی آپ ہمارے اوپر نظر فرمائیے۔ اور ہمیں اس مسیبت 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.

ویدیش کے نیتا (شری سیکندر بخت: صدر صاحب، ماملا سیمف-ای-ناجک کا ہے اور میں نے ماملا سے جانکاف نہیں ہے۔ سیمف-ای-ناجک کے ماملا میں ان کے سامنے آتے ہیں تو ان کا دل پھیل سکنے کے قابل ہے یا نہیں؟ میں نے سنا ہے کہ ان کا دل پھیل رہا ہے۔ یہ ماملا اٹھا کر کہ سیمف-ای-پارلیامینٹ کے سامنے کے سیشن میں ان کے ساتھ نہیں جاسکتے، ان کے کام کے مطابق، ان کے جان چاہیے۔ ان کے اپنے کام میں کوئی اپنے دل کی ناکامی کا شکر نہیں کیا، کوئی اپنے سیمف-ای-ناجک ماملا کو حل کرنے کی کوشش نہیں کی۔ کیا میں کوئی ماملا دیکھ رہا ہوں ریلوے مینسٹر صاحب سے سنا سکتا ہوں کہ ان کے کام کے مطابق ان کے کام میں کیا کیا ہو رہا ہے؟

اگر شری ویرندر کمار یہ پنجاب؟ جناب  
وہ اس حیرت من صاحب۔ ریلوے مینسٹر صاحب  
کی خدمت میں میں نے عرض کیا تھا کہ کنگا  
سے جاؤں تک ایک گاڑی جاتی ہے اور  
وہ روز بھر چلتی ہے۔ دس دس  
بھرتے تک لیٹ ہو جاتی ہے اور کئی دفعہ  
تو وہ ایسی پر جب جاؤں سے آتی ہے  
تو کنگا نگر جانے کے بجائے وہ بھرتے  
تک جا کر رہی واپس آ جاتی ہے۔ آپ اراکین  
دیکھ سکتے ہیں کہ مسافروں کو کتنی تکلیف  
ہوتی ہوگی۔ جب یہ گاڑی چلائی گئی  
تھی تو کنگا نگر سے دہلی تک تھی اور تب  
تک گاڑی بالکل اپنے وقت پر آتی  
تھی۔ وقت پر جاتی تھی اور تب اس کا  
رہو ماملا بھی بہت اچھا تھا۔ لیکن  
اب تو اس کا حال ناز کیا بھلا نہیں۔  
میں ریلوے مینسٹر صاحب سے عرض کر رہا تھا  
کہ اس گاڑی کو جس طرح سے اورجنل تہیہ  
پر کنگا نگر سے دہلی تک چلایا گیا تھا اسی  
طریقہ سے کنگا نگر سے دہلی تک اس کو لایا

اگر شری سیکندر بخت "مدھیہ پردیش": صدر  
صاحب۔ ماملا 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 ان کے سامنے آتے  
ہیں تو ان کا دل بگھل جاتا ہے یہی بات نہیں۔



میں نے سنا ہے کہ سنکر دیال سنگھ جی نے  
یہ مسئلہ اٹھایا تھا کہ ممبران پارلیمنٹ کے  
سفر کے سلسلے میں ایسے اسپاؤسز کے  
ساتھ رہیں جاسکتے ہیں جن کے قاعدے کے مطابق  
انکو جانا چاہیے۔ آپ نے اپنے بھاشن میں  
کوئی ایسے دل کی نزاکت کا ذکر نہیں کیا۔  
کوئی آپ نے صنف نازک کے مسائل کو حل  
کرنے کی کوشش نہیں کی۔ لیامیں کوئی  
مقبول جواب دیلوئے منسٹر صاحب سے  
سن سکتا ہوں۔ یا ارجحی تعلقات کے  
مگر میں بھی کچھ بلگوئے ہوتے 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 दें,  
ताकि मेरे घर में भी और किसी और के घर में भी  
पेशानी न हो। सर, मैं तो इस बात को मानता हूँ कि  
पहले मैं भी मेंबर आफ पार्लियामेंट हूँ, बाद में वज़ीर।  
वैसे तो मेंबरस आफ पार्लियामेंट को कम्पेनियन का पास  
है। स्पाउज पास का जहां 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  
मेंबरस आफ पार्लियामेंट कहते हैं, इसमें कुछ दम है।  
जबकि मेंबरस आफ पार्लियामेंट को अपनी घरवाली को  
बाई एयर लाने की जो फेसिलिटी दी गई रेलवे द्वारा  
इसमें अड़चन लाना या इसको न कबूल करना, कोई  
मुनासिब बात नहीं है। मैं इस बात को मंजूर करता हूँ  
कि मेंबरस 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: मैं एक बात कही थी कि  
मेंबरस आफ पार्लियामेंट अपनी बीबी को  
... (व्यवधान) ..

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

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

SHRI P. UPENDRA (Andhra  
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  
Ghaziपुर and Ferozganj via Super, we  
will advise the North-Eastern 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  
manuafacturers 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. Hariprasad mentioned about wagons for the FCI. They are being available along with the requirements of other important, ~~core~~ sectors 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—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 सिबते रज़ी: में के काम करने के सितम?

श्री सी० के० जाफर शरीफ: कलम सब 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 entire 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 feed-back 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 expectations. 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 services and for that year, as passed by the Lok Sabha, be taken into consideration."

*The questions were proposed.*

**श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश):** उपसभाध्यक्ष जी, मैं इलाहाबाद यात्री निवास 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। महोदय, आपके जो प्रेडीसेसर थे, श्री जनेश्वर मिश्र, उन्होंने इलाहाबाद में रेल यात्री निवास की घोषणा ही नहीं की थी बल्कि उसका शिलान्यास भी किया था। बाकायदा फर्रेशन करके उसका शिलान्यास किया गया था। हर वर्ष मंत्री जी इस सिलसिले में आश्वासन देते हैं कि जल्द ही कंस्ट्रेंट है लेकिन हम इस पर विचार करेंगे। अब अंतिम वर्ष है, इसलिए मैं चाहता हूँ और इस बारे में मैं रिक्वेस्ट 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 फाइनेंसियल कंस्ट्रेंट नहीं है। दो गाड़ियाँ बीकली चलती हैं। एक तो 2423 और 2424 गुवाहाटी-राजधानी एक्सप्रेस और 2421, 2422 भुवनेश्वर-राजधानी एक्सप्रेस। यह जो भुवनेश्वर-राजधानी एक्सप्रेस है यह कानपुर में रूकती है, मुगलसराय में रूकती है। कानपुर में एक 5 मिनट रूकती है और मुगलसराय में 12 मिनट रूकती है और धनबाद में 8 मिनट रूकती है आसनसोल में 8 मिनट रूकती 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 आपका शुक्रिया अदा करता हूँ और निवेदन करता हूँ कि आप मेहरबानी करके इसकी भी घोषणा कर दें।