

Clauses 2 to 12 were added to the Bill.

Clause 1, the Enacting Formula and the- Title were added to the Bill.

CAPT. SATISH SHARMA: I beg to move:

"That the Bill be passed."

The question was proposed.

श्री अनन्त राय देवशंकर शर्मा : मैडम, जो चि नभाई मेहता जी ने मुद्दा उठाया है पोपावाव के लिए, गंधार के लिए, हिंदुस्तान माइक्रो कंपनी लि० ने जो आपके पास ग्रान्पोजी०सी० ने क्लियर-कट कमिटमेंट दिया है वह लि लेगा, कंपनी बनेगी, ऐसा हमें आश्वासन दीजिए ?

SHRI M. A. BABY (Kerala): Madam, a similar demand for a southern grid is there. I would like to have an assurance from him if the scheme has been formulated (Interruptions)

SHRI E. BALANANDAN: Madam, I would like to know about the southern gas grid. The papers in Kerala are full of news that the Minister has agreed to that and that the work on it is going to be taken up very soon. What is the position] about that? I would like him to clarify on that.

CAPT. SATISH SHARMA: I have mentioned this earlier while answering some of the questions that have come up on this subject. I would like to be very categorical. As far as the southern gas grid is concerned, in fact the whole gas profile has completely changed after the signing of the MOU with Oman. The profile is now very promising. Already the world's most reputed engineering concerns and technical teams are right now doing this work basically examining whether a deep-sea route from Oman to India would be preferable to the continental route. That is the exercise going on. As soon as the exercise is over, I understand the time-frame would be only three years to reach the land point of India. I would like to repeat that after the Oman MOU

our original plans for the southern gas grid, which would have been ready by 2002 or 2005 would become a reality much sooner than that. At the same time after the MOU with Oman and other discussions which are going on with Qatar and Iran, which I do not want to discuss in detail at this time, the power situation also would become very much more positive. I can only assure the hon. Members that we are concerned about the power requirements for gas. We are making all efforts to see that we help set up the power projects.

THE DEPUTY CHAIRMAN: The question is:

"The the Bill be passed."

as adopted.

I. The Appropriation (Railways) No. 3 Bill, 1993

II. The Appropriation (Railways) No. 4 Bill, 1993

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

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1993-94 for the purpose of Railways, as passed by the Loli Sabha, be taken into consideration."

I also beg to 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 Railway during the financial year ended on the 31st day of March, 1990 in excess of the amounts granted for those services and for that year, as passed by the Loli Sabha be taken into consideration."

The questions were proposed,

उपसभापति : श्री राम रतन राम—
एकदं ।

श्री शिवचरण सिंह (राजस्थान) :
महोदया, राम रतन राम जी की जगह
मेरा नाम दिया गया है ।

उपसभापति : आपका नाम शिव-
चरण सिंह है, यह इसमें नहीं लिखा
है ।

**श्री नारायण प्रसाद गुप्ता (मध्य
प्रदेश) :** श्री राम रतन राम की जगह
इनका नाम लिखा जाय, ऐसी नाम
बदलने की सूचना दे दी गयी थी ।

उपसभापति : सूचना आपने नाम
बदलने की किसका दी थी?

श्री शिवचरण सिंह : विहप को,
विहप ने दी है ।

उपसभापति : मेरे पास सूचना पहुंची
नहीं है ।

श्री एन० एस्० अश्लुव सिंह (बिहार) :
नाम बदलने की सूचना एफिडेविट से
लेकर अखबार में छपवानी पड़ती
है ।

श्री शिवचरण सिंह : अब आप
मान लें, महोदया ।

उपसभापति : रेलवे में जिसके नाम
पर रिजर्वेशन हो, वही सफर कर सकता
है । अब जिसके नाम में रिजर्वेशन ही
न हो, दूसरा कैसे डिब्बे में चढ़ेगा ?
चढ़ेगा तो उतार दिया जायेगा ।

श्री शिवचरण सिंह : कृपया मान
लें ।

उपसभापति : ठीक है, दो मिनट
बोल कर बैठ जाइये । चलिए, बोलिये ।
मगर आप दूसरे की जगह सफर कर
रहे हैं तो जरा जल्दी उतर जाइये ।

श्री शिवचरण सिंह : माननीय उपसभा-
पति महोदया, माननीय मंत्री जी ने जो
रेलवे की मांग रखी है, मैं उनका घोर विरोध
करता हूँ । हमारे देश की रेलवे सारे
एशिया का सबसे बड़ा अंडरटेकिंग है, जिसमें
सबसे बड़ी धनराशि लगी हुई है । जिस जमाने
में, लगभग डेढ़ सौ वर्ष पहले, इस आर्गोना-
जेशन को बनाया गया था । अलग-अलग
कम्पनियों के मध्यम से, तो उस जमाने में
उन्होंने सारे देश की फीज की छावनियों
को रेल से जोड़ा और बड़ी लाइन डालकर के
उन्होंने सारे धार्मिक स्थानों को आर्थिक
तरीके पर, सामाजिक तरीके पर और सारे
देश के इंटिग्रेशन के पाइंट आफ व्यू से रेलवे
को जोड़ा । रेलवे ने अपना बहुत बड़ा रोल
इनके मामले में प्ले किया था, लेकिन आज
रेलवे की क्या दशा है ? हमारे माननीय
मंत्री जी को बार-बार सप्लीमेंटरी डिमांड
मागनी पड़ रही है । रेलवे की आमद के जरिए
कम होते चले जा रहे हैं और आज भारत
वर्ष के रेलवे की दशा सबसे गरीबी की है ।

अगर दुनिया के मुकाबले रेलवे का हम
विश्लेषण करें तो यूरोप, अमरीका और जितने
दुनिया के विकसित देश हैं उनके मुकाबले में
हमारे यहाँ रेल सबसे कम है । रेलवे का
मापदण्ड यह है कि एक हजार किलोमीटर
.. (व्यवधान) ..

श्री हेच० हनुमन्तप्पा (कर्णाटक) : यह
बिल जो है, 1990 का है, जब यह लोग
सरकार के साथ थे । उनका बिल हम क्लीयर
कर रहे हैं और यह बिल का घोर विरोध
करते हैं खड़े होकर । .. (व्यवधान) ..

श्री शिवचरण सिंह : वह तो कोर्ट ने
डिसीजन दिया है, इसलिए आप कर रहे हैं,
जनाब । अगर आप केस की वकालत ठीक
तरीके से करते तो डिक्री नहीं होती । वह तो
कोर्ट ने दिया है । आपने वकालत नहीं की,
इसलिए मैं घोर विरोध करता हूँ । आपने
वकालत नहीं की इसलिए कोर्ट के आर्डर से
आपको यह पैसा देना पड़ रहा है ।

उपसभापति महोदया, मैं माननीय रेलवे
मंत्री जी को बताना चाहता हूँ कि हमारे यहाँ
रेल का दुनिया के मुकाबले में कम विकास

[श्री शिवचरण सिंह]

हुआ है, जबकि दुनिया के मुल्कों में रेल का बहुत विकास हुआ है। रफ्तार की गरज के अग्र देखें तो 600 किलोमीटर रफ्तार जो यूरोप और जापान की कन्द्रीज में है, वह हमारे यहां भी सौ सवा सौ किलोमीटर की घंटे की रफ्तार से भी नहीं पहुंची है।

माननीय उपसभापति महोदया, मैं आप के माध्यम से बताना चाहूंगा कि हमारे यहां जो ब्रोडगेज कन्वर्सन का काम है, उसकी बड़ी मंद गति है। हमारे यहां पर रेलवे ने पिछले वर्ष, माननीय मंत्री जी आपको मालूम होगा, फ़ोट में 4.5 मिलियन टन की आपके यहां कमी रही, पैसेंजर में करीब 8 परसेंट की कमी रही और आपको करोड़ों रुपए का घाटा हुआ। आज हिन्दुस्तान में बढ़ते हुए ट्रेफिक माइंडनेस के कारण जरूरी था कि रेलवे का विकास होता, रेलवे की तरफ से फेसिलिटी, होती, रेलवे की तरफ से सुविधाएं लोगों को दी जातीं, तो ज्यादातर लोग रेलवे में यात्रा करते, लेकिन यात्रियों ने यात्रा करना बन्द कर दिया, लोगों ने अपना माल लदान बन्द कर दिया और आपकी फटिलाइजर और सीमेंट जैसी जरूरी चीजें भी दूसरे यातायात के माध्यमों से रोड ट्रांसपोर्ट के माध्यम से जाने लगे हैं। इसलिए रेलवे को घाटा हुआ। इसी का दुष्परिणाम यह हुआ कि 4.5 मिलियन टन फ़ोट आपका पिछले साल कम आया और आपको लगभग 180 करोड़ रुपए का घाटा हुआ।

माननीय उपसभापति महोदया, मैं आपको बताना चाहूंगा कि इन्होंने 75 सुपर फास्ट रेलगाड़ियां चलाई थीं, उनमें से केवल इनकी अब 50 गाड़ियां रह गई हैं। उनको कम किया जा रहा है। यही नहीं, मैं आपको बताना चाहूंगा कि हमारे देश के अन्दर 20,000 किलोमीटर मीटरगेज और नैरोगेज रेलवे लाइन हैं। हमारे एटथ प्लेन के तहत 1997 तक 12,000 किलोमीटर ब्रोडगेज लाइन डालेंगे। आप अन्दाज लगाइए कितनी मन्द गति है। हमने माना कि मंत्री जी ने प्रयत्न किया है कि ब्रोडगेज में कन्वर्ट करने का, लेकिन यहां भी इन्होंने बड़ा भारी भेदभाव

बरता है, दक्षिण भारत की रेलवे को ब्रोडगेज में कन्वर्ट करने की कोशिश की है, उत्तरी भारत की रेलवे को इन्होंने इग्नोर किया है और ज्यादा पैसा भी इन्होंने उधर ही खर्च किया है। यहीं नहीं, मैं आपके माध्यम से, उपसभापति महोदया, इन्हें अर्ज करना चाहूंगा कि इनकी जो प्लानिंग है, चाहे मीटर गेज और नैरो गेज को ब्रोड गेज में बदलने की हो, चाहे लोकोमोटिव को बन्द करके इलैक्ट्रिकेशन करने की हो, बहुत धीमी है। दुनिया में आज जितनी भी रेलवे लाइन हैं, जो कोयले से चला करती थीं, वह इकनामिक लांस हैं, उनको बदल कर इलैक्ट्रिकेशन करना चाहिए था। हमारे यहां किस रफ्तार से बदलाव बिजली की रेलवे लाइनों में जाना चाहिए था, वह नहीं हुआ। 12 हजार लोकोमोटिव को बदलना था, वह नहीं बदल पाए हैं।

मैं रेल मंत्री जी का ध्यान राजस्थान की तरफ ले जाना चाहता हूँ। राजस्थान सबसे विकासशील प्रान्त है आज भारत वर्ष का। यहां का एक हजार किलोमीटर का बार्डर एरिया है। किसी देश या प्रान्त की इकानमी के लिए वहां यातायात का होना बहुत जरूरी है। डिफेंस के प्वाइंट आफ व्यू से, एग्जीक्यूटिव डेवलपमेंट के प्वाइंट आफ व्यू से वहां रेलों का विस्तार होना चाहिए था, मगर हमारे राजस्थान में रेलों का विस्तार बहुत कम है। सारे देश का 18.81 पर थाउजेंड किलोमीटर का एक्वेज आता है, राजस्थान का केवल 16.41 है। मैं माननीय मंत्री जी को अर्ज करना चाहता हूँ कि आपको जल्दी से जल्दी मेड का जोधपुर और जोधपुर से फर्सदी और जैसलमेर की जो रेलवे लाइन है, उसको ब्राड गेज में जल्दी से जल्दी कन्वर्ट करना चाहिये। मैं आपके माध्यम से अर्ज करना चाहता हूँ कि आपने जो नई लाइनों का टारगेट लिया है, केवल 320 किलोमीटर का लिया है। नई लाइनें आपको डालनी चाहिए। राजस्थान में आपने कोई नई रेलवे लाइन नहीं दी। राजस्थान के अन्दर दो नैरो रेलवे लाइन हैं, एक जयपुर से टोडा रायसिंह है, उसको बन्द कर दिया, दूसरी

एक छोटी लाइन है धौलपुर से मथुरा की। मैंने आपको पूर्ण में भी निवेदन किया था कि इस घाट की रेलवे लाइन को अगर आपको फायदे में बदलना है तो इसको ब्राड गेज में कन्वर्ट करिए और इसको गंगापुर तक बढ़ा लिए। दो रेलवे लाइन हमारे राजस्थान के अन्दर हैं। राजस्थान में आपने नई रेल कोई दो नहीं। राजस्थान में आपने जो ब्राड गेज का कन्वर्शन किया है, उसकी गति बड़ी धीमी है। मैं आपको एक नई रेलवे लाइन के लिए और सुझाव देना चाहता हूँ। कोलायट से फलोदी, हमारे राजस्थान में इंदिरा गांधी कैनल जो आ रही है, उसकी बजह से वहाँ करीब 8 जिले बनेंगे, जिनमें इरिगेशन की फेसिलिटी डेवलप हुई है। नए जिले बनेंगे, भारी विकास होगा। आपको बीकानेर, कोलायट और फलोदी की नई रेलवे लाइन को तत्काल डालना चाहिये। डिफेंस के प्वाइंट आफ व्यू से यह रेलवे लाइन सबसे इम्पोर्टेंट रेलवे लाइन है क्योंकि हमारे देश का सबसे बड़ा भूभाग जो पाकिस्तान के बार्डर से लगता है, वह यही है। रेलवे मंत्री जी, आपकी जो 140 अनइकानामिक रेलवे लाइन हैं उनमें से दो हमारे यहाँ हैं। इन 140 घाटों की रेलवे लाइनों को आपको कन्वर्ट करना पड़ेगा। जल्दी से जल्दी, सबसे पहले यह जो घाटों की रेलवे लाइनें हैं उनकी आपको ब्राड गेज में कन्वर्ट करना चाहिये ताकि रेलवे का घाटा बंद हो। चालू वर्ष में आपने केवल 187 करोड़ रुपया रखा है, पिछले वर्ष आपने 226 करोड़ रुपया रखा था, इसकी आपको ज्यादा लेने की कोशिश करनी चाहिये। मैं आपके माध्यम से निवेदन करना चाहता हूँ कि 1981 में आपने जिन कर्मचारियों का डिसमिसल किया था, सुप्रीम कोर्ट ने आपको तीन महीने में उनको रिइन्स्टेट करने का प्रादेश दिया है, आपने उनको रिइन्स्टेट नहीं किया। आर०पी०एफ० जो फोर्स उसकी एसोसिएशन के बारे में आपने एस्योरेंस दिया था, वह आपने नहीं किया, उसे कृपा करके कीजिये।

मैं आपको एक और सुझाव देना चाहता हूँ। यह जी०आर०पी० जो आपके अंडर है अलग-अलग स्टेटों की, यहाँ इयूअल एडमिनिस्ट्रेशन है। जितनी जी०आर०पी० है वह रेलवे के एडमिनिस्ट्रेशन के अंदर होनी चाहिये। जैसे आर०पी०एफ० का एक आरगेनाइजेशन है, ऐसे ही जी०आर०पी० का सेपरेट आरगेनाइजेशन होना चाहिए। गृह मंत्री जी यहाँ पर बैठे हैं, आज जी०आर०पी० और आर०पी०एफ० के आपस में झगड़े चलते हैं और इससे लां एण्ड आर्डर रेलवे के अन्दर बड़ा खराब होता है। मैं आपका ध्यान आपके डिपार्टमेंट में परचेजिंग की ओर....

उपसभापति : शिवचरण जी, आपकी पार्टी का टाइम खत्म हो गया है। समाप्त कीजिए।

श्रीशिवचरण सिंह : विलाना चाहता हूँ, इसमें घोर भ्रष्टाचार है। एक तो है, सी.आई. और एक है एम०जी०आई० और दूसरे आपके यहाँ रेलवे में गैर जरूरी, जिसकी जरूरत नहीं है, कास्ट गायरन स्लीपर्स की एक डिमांड रेंज की जा रही है, इनको ओपन टेंडर से आपको लेना चाहिए। आपके यहाँ जो नेगोसिएशन सिस्टम है, इसमें बड़ा भारी भ्रष्टाचार है, करोड़ों रुपए का भ्रष्टाचार है, इसमें आपकी बदनामी है, आपकी सरकार की बदनामी है, आपको ओपन टेंडर से लेना चाहिए, जो भी रेलवे की सप्लाय हो, ओपन टेंडर से होनी चाहिए। मैंने जो निवेदन आपको किया राजस्थान की कुछ रेलवे लाइनों के बारे में, आपने जो धौलपुर, मथुरा और अलवर की रेलवे लाइन है, उसके बारे में एस्योरेंस दिया था कि यह पूरी हो जाएगी, पूरी नहीं हुई।

उपसभापति : समाप्त कीजिए।

श्री शिवचरण सिंह : मैं आपसे निवेदन करना चाहता हूँ कि इसको आप पूरा कराइए और राजस्थान में रेलवे के बारे

[श्री शिवचरण सिंह]

मैंने जो मैंने सुझाव दिए हैं, उन पर कृपया प्रमत्त करने की कोशिश करिए। आपने जयपुर से सवाई भाघोपुर को ब्राड गेज में कन्वर्ट किया, उसके लिए मैं आपका आभार प्रकट करता हूँ लेकिन आपके अफसरों ने वेस्टर्न रेलवे की जो रेलें चलाई हैं जयपुर से कोटा की तरफ, जयपुर से रतलाम की तरफ दो रेलें चलाईं।

उपसभापति : अब आपका टाइम पूरा हो गया।

श्री शिवचरण सिंह : महोदया, मैं अब खत्म कर रहा हूँ। आपका हुक्म सर माथे।

आपको दो रेलें जयपुर से चलानी चाहिए, एक तो जयपुर से आगरा और दूसरी मथुरा के लिए चलानी चाहिए। आप कृपया इन दोनों रेलों के संबंध में वेस्टर्न रेलवे के जनरल मैनेजर को आह्वा द। यह दोनों रेल तत्काल चलनी चाहिए। मैंने नेरो गेज को ब्राड गेज में कन्वर्ट करने का भी निवेदन किया था। मेरी एक और बात है, जो मैंने पिछली बार सदन में कही थी कि गंगापुर का जो लोको शॉड था, उसके बारे में आपने खुद कहा था कि गंगापुर में हजारों बीघा जमीन पड़ी हुई है। वहां पर दस हजार आदमियों के एंकोमोडेशन है। उस जमीन का भी यूटिलाइजेशन करिए। वह करोड़ों रुपए की सम्पत्ति है। उसका आपने आज तक कोई उपयोग नहीं किया। मैं आपको निवेदन करना चाहता हूँ कि उस सम्पत्ति का उपयोग होना चाहिए। अरबों रुपए की रेलवे की सम्पत्ति बम्बई से लेकर दिल्ली तक है, जिस पर लोगों ने अन-आॅथराइज्ड अॅक्वेशन कर रखा है। इस जमीन को लोगों ने बाब लिया है। इस जमीन को आपको होम मिनिस्टर साहब की मदद से खाली करवानी चाहिए। रेलवे की सम्पत्ति को जो लोग दाबे हुए हैं, जिस पर अन-आॅथराइज्ड एंकोचमेंट करके

जिन्होंने मकान बना लिए हैं, उसको आपको खाली कराना चाहिए। यह उस जमाने की जमीन है, जब कम्पनियां रेलवे चलाती थी, उस जमाने की जमीन है जब रियासतों के जमाने में छोटी-छोटी रेलवे लाईनें थी। आज आप जमीन नहीं ले पाएंगे रेलवे का एक्सपेंशन नहीं कर पाएंगे, रेलवे को फायदे में नहीं ला पाएंगे, अगर मेरे इन सुझावों को नहीं माना गया। उपसभापति महोदया, मैं आपको धन्यवाद देता हूँ और मंत्री जी से निवेदन करना चाहता हूँ कि मेरे सुझावों पर कृपया गौर करने की कृपा करें। धन्यवाद।

उपसभापति : शारदा महन्ती जी, आपकी पार्टी के 7 मिनट हैं, कृपया 7 मिनट में अपनी बात अच्छी तरह से कह दीजिए।

SHRI SARADA MOHANTY (Orissa):
Madam Deputy Chairman, the Railway is a commercial enterprise where all its projects halve to be financially justified to ensure adequate return on capital. At the same time, it should generate surplus to meet the ever increasing requirement of funds for greater expansion of services. There is no reason that a decision can easily be taken in general terms for conversion of large track of metre gauge into broad gauge without considering the viability of individual project and total requirement of funds. It is needless to state that 6,000 kms. proposed in the Eighth Plan period would require an enormous capital outlay. Conversion of metre gauge into gauge even at a modest estimate of one crore per km. would entail Rs. 6,000 crores during the Eighth Plan period. Simultaneously, rolling stock in terms of B.G. wagons, locomotives, coaches etc. would be needed for converted sections. A large number of maintenance workshops have to be established for maintenance of broad gauge rolling stock. In addition, substantial investment would be necessary for upgradation of signal stations, platforms and yards etc. Thus when everything is taken into account, a bulk of the

allocation out of Rs. 27,000 crores of the Eighth Plan would be needed only for the gauge conversion. Then we have to abandon other important projects, such as track renewal, doubling, electrification, installing new railway lines at important places which is very necessary. The State of Orissa though poor has got rich minerals source. As these areas are not connected with rail lines, industries could not be established. There is a great demand for Khurda-Bolangir line and Rupsa-Bangripasi line and the Ministry of Railways has not paid any heed to the demand of the people of Orissa. I urge upon the Minister of Railways to give an assurance on the floor of this House that these two lines would be placed in the Action Plan.

Another thing is that construction/division has been shifted to Bhubaneswar for better management of track construction but I am sorry to say that the officers who have been transferred to join at Bhubaneswar have not joined as yet. So the work is suffering. The Ministry should take a strong action in this regard. I may say here that the South Eastern Railway is giving one-third of its income for the construction of various projects but the concerned authority is not taking any action. Although some projects have been sanctioned since long and they have been placed in the Railway Budget 8.00 P.M. no work has been done, even a stone has not been laid in this respect.

Secondly, let us come to the railway tracks. They have got their life time and loading capacity. There are some tracks which were constructed long ago. They have crossed their life time and their loading capacity has been eroded. They have not been renewed and because of the invariably accidents are occurring. The Railway Minister has, in his reply to a starred question in this august House, admitted that the accidents are occurring invariably due to the expiry of the life time of the railway tracks. If this is a fact, what is more important, the conversion of metre-gauge into broad-

gauge or the renewal of the tracks? I am not saying that conversion is not necessary, but renewal is to be done where it is badly required.

Next I am coming to electrification. In the Indian Railways Year Book — 1991-92, at page 20, it has been stated that out of seven trunk routes connecting the four metropolitan cities, five are now electrified. But in the east coast from Kharagpur to Vijayawada on the Madras-Calcutta line and from Renigunta to Pune on the Madras-Bombay line the lines have not been electrified. Although this is a long-standing demand of the people, nothing has been done in this regard. The Railways have no all-India perspective. They are not looking into the demands of the people and the requirements placed by the different railway zones for the improvement of tracks.

Then I come to the amenities. No amenities are being provided to the passengers, including quality food, commensurate with the constant increase in fares. This aspect warrants the special attention of the Minister. He should chalk out plans to improve the existing amenities and to introduce new amenities which the passengers badly require. There are no lights in the compartments and here is no drinking water. Though there is a pot in the compartment, it is always empty. The latrines are not provided with water at the junctions. The compartments are not properly cleaned. The door-screens which are provided are worn out. When an M.P. and I was coming from Bhubaneswar the AC was not working. So, we had to open all the doors and sit up to Kharagpur. The railway officials at Kharagpur told us, "We cannot repair this".

THE DEPUTY CHAIRMAN: The Minister is from your State.

SHRI SARADA MOHANTY: Now I come to drinking water. The Consultative Committee said that drinking water should be supplied in every station in all sorts of trains. I have pointed out these things to both the Ministers and in this

House also. I request them to see it that every passenger is supplied with drinking water.

Lastly, Madam, a major portion of the workers who are working in the textile mills in Surat are from Orissa. There is no direct train from Orissa to Surat. So, it is my request to the Minister that a train must be provided from Orissa to Surat.

THE DEPUTY CHAIRMAN: Shri Moturu Hanumantha Rao. Your party's time is four minutes.

SHRI MOTURU HANUMANTHA RAO (Andhra Pradesh): Madam, this is a very important subject. I cannot conclude within four minutes.

THE DEPUTY CHAIRMAN: I can't help. You should bring more Members of your party.

- SHRI MOTURU HANUMANTHA RAO: If you don't want me to speak, I can sit down. This important topic is brought at the fag-end of the Session.

Madam Deputy Chairman, today two Bills are brought here. One is the Appropriation (Railways) No. 3 Bill, 1993 and the second is the Appropriation (Railways) No. 4 Bill, 1993. The Appropriation (Railways) No. 3 Bill is for the year 1993-94. I cannot understand why the Appropriation (Railways) No. 4 Bill has been brought now. I cannot understand why the expenditure incurred in the year 1990 has been brought for our approval now. Why was it overlooked for two years? What had the Audit and Accounts Department been doing all these years? I hope that the Minister will clarify it.

Madam, after 13 years a very gratifying verdict has come from the Supreme Court of India. For the last 13 years the reinstatement of victimised workers in the Loco Staff Strike has been resisted by the Railway Department and Railway Ministry. We had appealed time and again

from both the Houses of Parliament, by all parties that they should be reinstated. But it has not been done. Due to that 800 workers have been suffering. They had gone in appeal against the decision of the Tribunal. The Hyderabad Tribunal had given a decision in favour of these workers. The Supreme Court has given its verdict on the 5th August. I quote from the *Indian Express*. The report says:

"We are not impressed by the vehement submission of the Additional Solicitor-General that the Central Administrative Tribunal, Hyderabad, exceeded its jurisdiction..."

It further says:

"Holding that the particulars in the strike were 'unjustly treated' the judges have issued the following directions to the Union Government; Employees who were dismissed under Rules 14(2) for having participated in the Loco Staff Strike of 1981 shall be restored to their respective posts within a period of three months from August 5.

This compensation benefit shall be available even to those employees who have retired from service. In those cases where the employees are dead the compensation shall be paid to their dependents. The compensation shall be calculated on the scale prevalent three years immediately before the date of retirement or death."

This is the verdict of the Supreme Court. This verdict was given on the 5th of August. The Railway Department and the Government of India have not responded to it. Twenty-two days have already elapsed. They have not acknowledged it. They have not issued a statement stating whether they are going to implement it or not. They have to implement it within three months. I don't know how they will do it. So, I demand an assurance from the Railway Minister that they would seriously take this matter into consideration and implement the verdict of the Supreme Court.

Madam, the last day to implement this verdict is 5th November. We are not going to meet before the 5th of November. Today is the last day of the Session. That is why I have raised this issue. Please consider this issue very seriously.

Again, on the 25th of August a call was given by the Joint Consultative Committee of the Railways that a demonstration should be held for five demands. I have got a Press report. It is from *Uaayam*. The demonstration was very well covered in this paper. The demonstration started from the Secunderabad railway station and went up to the Rail Sanchar Bhavan, there they met and demanded that their live demands should be conceded immediately. Otherwise, they said they would take some serious action. I hope the Railway Ministry will take all these things into consideration and see that negotiations are started and the problem is solved before they resort to any action. This is my second demand.

Madam, certain express trains have been introduced recently between Vijayawada and Hyderabad and between Vijayawada and Madras. In both these trains, there is no second AC class. Only AC chair car is there. Of course, these are day-time trains. So, sleeper coaches are not necessary, I can understand that. But they are charging the rates of AC two-tier for this AC chair car. I don't know why this is being allowed to be done. We have been demanding an explanation on this repeatedly. But no explanation was given by the Railway Ministry or by the Zonal Manager. This aspect has also to be looked into seriously and immediately.

I want to bring to the notice of the Railway Minister yet another point. Now, most of the trains are carrying 22-23 coaches and the train is very long. When it is stopped at some place for two or three hours, no explanation is offered. Nobody is there to tell us why the train was stopped, when it would restart, etc. I wish the Railway Ministry introduced radio system in (trains as is done in some

places abroad. It would facilitate information about delay, reasons for delay, time required to restart. All these things should be taken seriously. Another thing is, there are trains which ran for long durations. There is no news at all about the people in these trains. We are deprived of getting the latest news about these trains. The radio system that is going to be introduced would be helpful for this purpose.

I hope these things will be taken into account by the Railway Minister and explanation is given on these points.

THE DEPUTY CHAIRMAN: Thank you, Mr. Hanumantha Rao. I am sorry I had to ring the bell because the time allotted was only one hour. Dr. Sivaji, the time allotted for you is only one minute, according to the Business Advisory Committee. You have to complete in one minute whatever you want to say.

DR. YELAMANCHILI SIVAJI: (Andhra Pradesh): Madam, there are one or two local problems, in regard to South Central Railway. I brought these problems to the notice of this House and to the Railway Minister many times but to no avail. The Minister is closing both his ears and eyes.

SHRI JAFFER SHARIEF: No, I am listening to you.

THE DEPUTY CHAIRMAN: Dr. Sivaji, I would suggest one thing. You take an assurance from the Minister that he would look into all your problems sympathetically. Or you write a letter to him.

DR. YELAMANCHILI SIVAJI: I am asking only one assurance, that too, to the advantage of the railways. Vijayawada is connected to Secunderabad by two routes. One is *via* Kazipet and another is *via* the newly constructed Nadikudi. The Nadikudi route is nearer to Vijayawada by about 40-50 kilometres and it is not congested. On the other hand, the Vijayawada-Secunderabad route *via* Kazipet is congested because part of

[Dr. Yelamanchili Sivaji]

the route is covered by the Grand Trunk line, thereby, there is a lot of congestion and every day several trains are reaching both the sides, both Vijayawada and Secunderabad, very late, late by 2-3 hours. But, unfortunately, every morning there are 5-6 trains starting from Vijayawada to Secunderabad via Kazipet. They are the Satavahana, Golconda, Konarak, East Coast, etc. Express trains. I would like the Minister to consider diverting one or two trains so that they can pass through the intermediate districts like Naigonda and this will be nearer to Secunderabad and it is revenue-earning also. In several occasions, I have suggested the same thing. But, somehow or the other, the authorities of the South-Central Railway are very adamant and they are not solving the problem. I do not know what is coming in the way of doing this. I do not want to go into other matters, Madam. As advised by you, I would like to seek one specific assurance from the honourable Minister. I want a specific assurance from the Minister regarding diversion of one or two trains from Vijayawada via Nadikudi to Secunderabad so that it is less by about fifty kilometres and fuel consumption is less. Thank you.

श्रीमती उमिनाबेन चिम्मनभाई पटेल (गुजरात) : उपसभापति महोदया, मैं कोई लेक्चर नहीं देना चाहती हूँ, लेकिन दो-तीन प्वाइंट जो बताना चाहती हूँ वह एक मिनट में बताना देती हूँ।

गुजरात के साथ रेलवे बजट में बहुत अन्याय किया गया है। कोई डेवलपमेंट का प्रोजेक्ट गुजरात को नहीं दिया गया है। जो कंडला-भटिडा रेलवे लाइन पहले मंजूर की गई थी, उसके बारे में कुछ भी नहीं सुना जाता है। उसका क्या हुआ यह भी हम नहीं जानते। दूसरा जो कपड़बंज नैरो गेज लाइन को ब्राड गेज में कन्वर्ट करने की बात थी तो उसका भी कोई प्रपोजल इस समय नहीं आया है। तीसरी बात कि बड़ीवा-छोटा उदयपुर की जो नैरो लाइन है उसको भी कन्वर्ट करने का जो प्रोजेक्ट था वह अमल में

नहीं आया है। लेकिन तीन साल से बाढ़ से रेलवे लाइन के दो प्रोजेक्ट्स पानी में बह गये हैं और बड़ीवा से छोटा उदयपुर के बीच में आने-जाने का कोई साधन ही नहीं रहा है। इसको रिपेयर करने के लिये कोई प्रावधान नहीं किया गया है। जो गरीब लोग हैं, उनके आने-जाने का साधन यही रेल होती है। अगर उसकी रिपेयरिंग तीन-तीन साल तक न हो तो गरीब लोगों को क्या होगा यह भी सोचने की जरूरत है। तो इन तीन बातों के बारे में मैं आपसे विनती करती हूँ कि क्या इसके बारे में कोई स्पेशल प्राविजन रखेंगे?

दूसरी बात जो कहनी है वह यह है कि इलेक्ट्रिफिकेशन आफ रेलवे का कोई प्रोजेक्ट गुजरात एरिया में इस समय नहीं दिया है। जो मेन रेलवे लाइन है उनको स्टेज वाई स्टेज इन्ट्रोड्यूस किया जाए। इससे डेवलपमेंट, जो औद्योगिक विकास हो रहा है वह बहुत सुभकारक होगा।

तीसरी महत्व की बात मुझे कहनी है कि रेलवे के सफाई कामगार जो हैं वे ट्रेडीशनल पद्धति से सफाई करते हैं। एक बहुत अन-ह्यूमेनिटेरियन और अन-ह्यूमन लगता है। और जगहों पर ट्रेडीशनल लैट्रिन को बदलने के प्रोजेक्ट चल रहे हैं लेकिन रेलवे इस बारे में कुछ नहीं कर रही है। तो मैं आपके माफत रेलवे मंत्री से विनती करती हूँ कि इस बाबत वह कुछ करें। अभी थोड़े समय पहले ही हमने सफाई कामगारों के संबंध में बिल पास किया है। तो रेलवे को भी स्पेशल प्राविजन करके सफाई कामगारों को काम करने की सुविधा देनी चाहिये, मार्टिनाइज्ड तकनीक से इसे ह्यूमेनिटेरियन व्यू प्वाइंट से स्पेशल प्राविजन करके अगर वह यह करे तो ठीक होगा। मेरी विनती है कि आप मेरे इन सुझावों को मंत्री जी को रेकमेंड करें। मैं मानती हूँ कि पूरा हाउस इस बाबत मेरा साथ देगा।

आपने मुझे एक मिनट का समय दिया है, इसके लिये मैं आपकी आभारी हूँ और मेरी इन तीनों बातों पर विचार किया जायेगा, ऐसा मैं मानती हूँ।

SHRI SANTOSH KUMAR SAHU (Orissa): Madam. I rise to speak at the far end of the debate on the Appropriation (Railways) Bills which everybody must support because the Railways are doing a commendable service by carrying more than one crore of people everyday from one corner of the country to the other corner of the country, and more than one million tonnes of originating traffic almost everyday. Probably without these railways, the common man will not be able to travel to different places of the country. Here, one Appropriation Bill is for Rs. 4 lakhs and odd, and the other one is for Rs. 192 crores. And whatever criticism might be there, it is essential that the Railways must go ahead, and they must move on. And that is the priority in the country. And at the same time, I must congratulate the Railway Minister for having introduced new strategies in the railways. One is the uni-gauge system which is being introduced. But I humbly submit to the hon. Minister that this uni-gauge system should also come to a backward State like Orissa. The Railway Minister has promised to inaugurate the conversion of the Bangriposi-Rupsa railway line. I request that he must lay the foundation of it at least in the next month so that in an adivasi area, in a backward area, it will be felt that actually some justice has been done after so many years of independence. Secondly, I would like to say that there is a heavy demand from my State about the Bolangir-Dhurda Road railwayline. That will come through an area which is unconnected so far by the railways in the four new districts in the most tribal populated area of the State. That must also be pushed through.

Then, coming to the other points, Orissa has vast mineral resources. But, unfortunately, due to lack of infrastructure, due to lack of infrastructure development like the railways, we are not getting any economic benefit. And that must come.

The other thing that I would like to tell the hon. Minister is that the South Eastern Railway is one of the most profit-earning railways in the country. I request the hon. Minister that they should introduce new strategies here. Electrification of the railway line from Kharagpur to Vijayanagaram has not been done which makes the railway system here less efficient. I humbly request the hon. Minister that they should lay stress on the electrification of the railway line in this portion so that more profit can be earned by the Railways.

Another important thing which I want to bring to the notice of the hon. Minister is that, unfortunately, we have the British colonial legacy. We have connected the metropolitan cities with double lines. Now the time has come when we should have the double-line in some important portions like Rourkela-Tatanagar and Jarsuguda-Padamghat. All these railway lines must be given importance so that in future we can pave the way for the Railways to move ahead with more originating freight traffic. This is very important.

When we are giving support to the Appropriation Bills, we must also say that the Railways have tremendously grown. They have grown from a sleeping stage in the 70s to a very much developing stage today. And it is important that the common man who travels in the railways, his amenities must be looked after. There must be proper services for the passengers. That must be guaranteed. Without that, probably we will be lagging behind. Ours is one of the most developed railway systems in the world. Sir, the Indian Railways have done a humane service. I hope they will march ahead. But we must look into the safety aspects also. The services for the common man must also improve. I hope, with the able guidance of the Railway Minister, the Railways will march ahead.

So, with these words, I hope that the Railways will prosper and will go ahead with dynamic new strategies in the development of this country.

SHRI C. K. JAFFER SHARIF: Maaam Deputy Chairman, I am grateful to the hon. Members who participated in the debate and made valuable and constructive suggestions. I shall keep in mind the suggestions for implementation wherever possible.

Madam, in my reply to the Budget debate in the Lok Sabha, I had mentioned that the gauge conversion of Bolapur (Hotgi)—Uadag meue gauge into broad gauge is proposed to be taken up during 1993-94. For making an immediate start to this work, which constitutes a new service, an advance of Rs. 1 crore was obtained from the Contingency Fund of India.

Konkan Railway Corporation has been facing serious financial problems. Due to adverse market conditions of tax-free bonds, the Corporation has not been able to mobilise the requisite resources. The problem of shortage of funds with the Corporation, the equity capital of the Corporation has been recently raised from Rs. 400 crores to Rs. 600 crores. Indian Railways' share for the increase in equity capital is Rs. 102 crores, half of which is proposed to be paid this year.

Anand-Vafvan section of Western Railway is a highly saturated double line, electrified section. With the level of traffic likely to be generated in the near future, detentions to trains will increase, resulting in reduction in the speed of goods trains. It is proposed to provide automatic block signalling on this section to cut down the detentions and improve the passenger services.

As the House may be aware, fifth line has already been provided between Bandra and Elphinstone Road. It is now proposed to provide a fifth line between Elphinstone Road and Bombay Central. This 4.8 kilo metre long stretch will cost about Rs. 3 crores. The provision of this fifth line will reduce the pressure of the mainline trains on the existing suburban tracks during peak hours and will thus help in reducing overcrowding in suburban trains*.

SHRI JAGESH DESAI (Maharashtra): Thank you, very much.

SHRI C. K. JAFFER SHARIF: Sir, any accident is a cause for grave concern, especially the one which results in loss of life. Immediately the desire at that time is to somehow reach the site of accident at once to provide solace to the families of the victims and to ensure that adequate relief is provided and action taken to restore the communication. A ready availability of the aircraft becomes an operational requirement. It is proposed to give an interest-free advance of Rs. 15 crores to Indian Railway Construction Company Limited to enable them to procure a suitable aircraft to meet the mutual requirements of Railways and the Construction Company.

Madam, we had projected a surplus of Rs. 564 crores in the original Budget Estimate for the year 1992-93. This was increased to Rs. 757 crores at the Revised Estimate stage. I may inform the House that we have fallen short of this target by about Rs. 300 crores. While with the implementation of the Action Plan with great determination by all railwaymen, the working expenses were kept under tight control and Indian Railways exceeded the amount provided at the original Budget Estimate stage by only Rs. 30 crores, the target for the surplus could not be kept up because NTPC, Badarpur, and some other power houses did not pay freight charges to Indian Railways. An amount of Rs. 285 crores was outstanding as on 31.3.1993 against NTPC, Badarpur alone.

Sir, as on 31.3.1992, the amount due from NTPC, Badarpur was Rs. 72 crores which has been steadily increasing and is now over Rs. 334 crores.

The House will be happy to note that the operating ratio of the Indian Railways has registered gradual improvement from 92 per cent in 1990-91, to 89.5 per cent in 1991-92 and to 87.3 per cent in 1992-93. This was also an improvement over the operating ratio of 87.7 per cent projected at the original Budget Estimate stage for the year 1992-93.

**उपलभाषा : जितने लम्बे भाषण हुए,
उतना छोटा जवाब भी द दाजिए ।**

SHRI C. K. JAFER SHARIEF: A few times more. An excess of Rs. 196.36 crores (voted) occurred in 1989-90 under various Demands. The total excess works out to 1.4 per cent of the final grant. The Public Accounts Committee have looked into this excess and have emphasised the need for exercising a close watch over the trend of expenditure with reference to the sanctioned grants. They have recommended the regularisation of the excess in their Fifty-first Report (1992-93) presented to the Lok Sabha on 30th April, 1993.

Madam, as the House, is aware, substantial investments were made from time to time by Indian Railway Finance Corporation with Canfina. These investments have matured starting from July, 1992 onwards but Canfina has not honoured its commitments. As a result, an amount of Rs. 557 crores has become due from Canfina. I have requested the Finance Minister to help the Indian Railway Finance Corporation in getting back this amount from Canfina.

With regard to Nadiad-Kapadvany N. G. line, it has already been converted into B.G. and opened to traffic in November, 1992. Instead of the Kandla-Bhatinda line, Railways are now converting the Ahmedabad-Delhi metre gauge line into broad gauge which would be more beneficial to the State of Gujarat. It would also provide connection from Kandla to Bhatinda via Jodhpur. (*Interruptions*)

SHRI VITHALBHAI M. PATEL: What about the Nadiad-Kapadvanj Modasa line? (*Interruptions*). The work on the Nadiad-Kapadvanj section has already been completed, but what about the Kapadvanj-Modasa section? (*Interruptions*) This work was sanctioned when Mr. Guliari Lal Nanda was the Railway Minister.

SHRI C. K. JAFER SHARIEF: I will look into it.

The hon. Member Dr. Sivaji, was asking about diverting the service from Vijaya-

wada to Nauikude. I would request the non Member to conig over so that we can discuss it with the traffic people to find a way out. I do not think it would be advisable to divert the service. Once the facility is given to the people, it would create more problems. We will have to think of introducing a new service.

DR. YELAMANCHILI SIVAJI: Are you thinking of introducing a new train.

SHRI C. K. JAFFER SHARIEF: Madam, I would now request the House to approve these Appropriation Bills.

SHRI SUKOMAL SEN (West Bengal): Mr. Minister, what about the reinstatement of the retrenched railway workers? When are you going to take them back?

SHRI C. K. JAFFER SHARIEF: Recently, the Supreme Court had delivered a judgement in this regard. I must say that the Government is very sympathetic to the workers.

SHRI SUKOMAL SEN: Is it so?

SHRI C. K. JAFFER SHARIEF: The attitude of the Government itself has helped in getting this kind of a judgement. As you know, in the last Session also, i.e. the Budget Session, we have mentioned about it. We have taken back about 45 workers out of this. It was only there after that the judgement of the Supreme Court came. We are going to honour the judgement. We have already taken steps to process the whole thing to take back these workers?

SHRI SUKOMAL SEN: Would you assure us that you would take back all these workers?

SHRI H. HANUMANTHAPPA.: The Supreme Court itself had given three months' time.

SHRI C. K. JAFFER SHARIEF: As I said, the process is already on.

SHRI SUKOMAL SEN: Can you give us some time-limit?

SHRI MD. SALIM (West Bengal): You should say how much time it would take: two months, three months, five months.

SHRI C. K. JAFFER SHARIEF: There was the hon. Member from Rajasthan who said;

I was surprised and shocked to hear this. Madam, in these forty-six years, never before had the railway network been developed in the State of Rajasthan as it is today. In fact, the Railway Reforms Commission had recommended a metre gauge zone there. On the other hand, we are going in for conversion of the entire metre gauge into broad gauge. Therefore, I was shocked to hear the hon. Member say like that. He has gone. I am sorry. He is 'not fully aware of what is happening in his own State.

to add. In regard to whatever points made by hon. Members, we will be addressing them later also. I now request the House to return these Appropriation Bills.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Madam, I have just one point to ask of the hon. Minister.

DR. YELAMANCHILI SIVAJI: Mr. Minister, do you mean to say . . .

SHRI VITHALRAO MADHAVRAO JADHAV: Dr. Sivaji, I have been allowed the Chair.

DR. YELAMANCHILI SIVAJI: Mr. Minister, do you mean to say that instead of diverting the existing train, you are going to introduce a new train from Vijayawada to Nadikode?

SHRI C. K. JAFFER SHARIEF: This is what I have said.

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, I am grateful to the hon. Minister that the Railways have started the conversion work between Manmad and Parbani, on the Central Railway, from metre gauge into broad gauge. The work has been completed up to Jataa. Between Jalna and Parbani, the work is going on; the work is in progress. He has made a provision of Rs. 50 crores. My request to the non-Minister is, from Parbani to Nanded, it is just 60 kms. If an additional amount

of Rs. 15 crores is allocated, the work would be completed by December. Therefore, I request the hon. Minister to make an additional provision of Rs. 15 crores and take this line to Nanded which is a very important place in Maiathwada. There is a big Gudwara there, namely, the Sachkand Huzursahib Guruwara. Ten lakh pilgrims visit this Guruwara every year. If this line is extended up to Nanded, it would be convenient for many people. I would like the hon. Minister to react to this.

THE DEPUTY CHAIRMAN: The Leader of the House also comes from there.

SHRI VITHALLKAQ MADHAVRAO JADHAV: Chavanji and myself come from the same place.

SHRI C. K. JAFFER SHARIEF: Madam, perhaps, the work that has been done in Marathwada in the recent past had never been done before. The people of Marathwada are very happy about it. We all know about it.

SHRI VITHALRAO MADHAVRAO JADHAV: I am grateful to the hon. Minister for this. I said it.

SHRI C. K. JAFFER SHARIEF: The hon. Finance Minister is not here, but his two associates are here. I hope they will convey the feelings of the House to the hon. Finance Minister to find resources for me so that I can meet everybody's requirements (*Interruptions*).

THE DEPUTY CHAIRMAN: I am not allowing. I will now put the question (*Interruptions*). There are so many railway lines in this country that if we ask questions, we will have to sit till five days more. (*Interruptions*). Just a minute.

SHRI SARDA MOHANTY: Regarding Orissa he has not stated anything.

THE DEPUTY CHAIRMAN: You ask the Orissa Minister who is from there. Now I will put the motion.

The question is;

"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 1993--94 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I move:

"That the Bill be returned."

The question was proposed.

SHRI DINESHBHAI TRIVEDI (Gujarat): Madam, I have to say one word. We have been talking at every forum—the hon. Minister is aware—about Kutch, and from Bhuj to Gandhidham, a small stretch. For Konkan you permit private funds. We have been telling that the people of Kutch are willing to pay the money. What is your problem? As far as aviation is concerned, you have agreed to build airports at Cochin and Triupati, but why is there this discrimination against a backward border region of Kutch? I would like to have a categorical answer. Why is this injustice being meted out to the people of Kutch? For the last 30 years we have been talking about this. How long do you want us to keep quiet? Madam, a categorical assurance now.

SHRI C. K. JAFFER SHARIEF: I have already told my friend even earlier in this House and in the lobby that I have taken up the matter with the Chief Minister of Gujarat about adopting a BOT concept to some of the lines in Gujarat. He has said that he would come back to me. Once he comes back—or even I will ask him—we will try to explore the possibility.

SHRI DINESHBHAI TRIVEDI: But in principle do you agree with the proposal? Give us an assurance.

SHRI C. K. JAFFER SHARIEF: What I have said is itself an assurance. What more do you want?

THE DEPUTY CHAIRMAN: We have somebody in this House who can use her influence on the Chief Minister of Gujarat. Now, I will put the motion to vote;

"That the Bill be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now I will put the other motion. The question is:

"That the Bill to provide for the authorisation of appropriation of moneys 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, 1990 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I move:

"That the Bill be returned."

The question was proposed.

SHRI H. HANUMANTHAPPA: While I compliment the Railway Minister and I am grateful to him for gauge conversion and bringing Chitradurga on the broad gauge, the people of this area are

[Shri H. Hanumanthappa]

having a great difficulty. Actually, this infrastructure is to take the people and goods to the marketing places and to the capital of the State where people go every day to work. We are getting the broad gauge but, unfortunately, to reach the capital it takes 12 hours. By bus it takes only 3-112 hours. Injustice is being done to the people of that area. So I request the Minister to connect Chitradurga from Tumkur, which is a stretch of only about 120 kilometres. If he does this, then this roundabout journey will be saved. I want the Minister to take up this work because this is a drought-prone area and it has this developed infrastructure.

SHRI V. NARAYANASAMY (Pondicherry) : Madam, Karnataka, has a lot of railway lines. Tamil Nadu has not got so many. We have told the Minister. . . (*Interruptions*) . . .

THE DEPUTY CHAIRMAN: Order, please.

SHRI H. HANUMANTHAPPA: Mr. Narayanasamy has not looked at the railway map at all. How many lines are there in Tamil Nadu and how many lines are there in Karnataka?

SHRI V. NARAYANASAMY: Let us have a challenge now ... (*Interruptions*) ...

THE DEPUTY CHAIRMAN: Order please.. (*Interruptions*)...

SHRI H. HANUMANTHAPPA: I am prepared. Will you resign your seat? I will face his challenge. Let us see how many lines he has and how many lines we have ... (*Interruptions*)... If you have a claim you ask him. I am not coming in your way. But you have no right to come in my way... (*Interruptions*)

SHRI V. NARAYANASAMY: Karnataka State has more lines.

THE DEPUTY CHAIRMAN: Please. •. (*Interruptions*)...

SHRI H. HANUMANTHAPPA: J am asking him. You don't come in my way.

अपसन्नतापि : अग्नर आप मांग रहे हैं,

तो यह थोड़े ही है कि...

you are asking on his account. Let him ask on his own account. It is enough. . . (*Interruptions*) . . . No.

SHRI SUKOMAL SEN; Madam, between them who is the winner?

THE DEPUTY CHAIRMAN: I don't know. You will have to ask outside, in the lobby.

SHRI MD. SALIM: Madam, this important incident in the House will be recorded... (*Interruptions*)...

AN HON. MEMBER: The camera should not be on.

THE DEPUTY CHAIRMAN: Now let us return the Bill. The question is:

"That the BUI be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: Now both of you decide it in the lobby, with the Minister in between... (*Interruptions*). . . Now Mr. Shukla has come back.

SHRI VITHALBHAI M. PATEL (Gujarat): The Appropriation Bills have to be passed first.

... (*Interruptions*) ...

THE DEPUTY CHAIRMAN: We have to return the Appropriation Bills to the Lok Sabha. I request the Members who have given their names, because there are a few names and very few minutes left, to please speak within the time allotted... (*Interruptions*) ... If the House agrees, without discussion we can return the Bills. ... (*Interruptions*) ...

SOME HON. MEMBERS: Okay ... (*Interruptions*)...

श्री एस.एस. अहलुवालिया : महोदया, मेरा पाइंट ऑफ आर्डर है।

उपसभापति : जी।

श्री एस.एस. अहलुवालिया : मैडम, यह नियम जो है, गिलोटिन करने का, विदम्राऊट डिस्कशन पास करने का, यह अच्छा नहीं है।

उपसभापति : बिल्कुल ठीक है।

श्री मुरलीधर चन्द्रकांत भण्डारे (महाराष्ट्र) : यह पास नहीं हो रहा है, यह रिटर्न हो रहा है।

SHRI JAGESH DESAI (Maharashtra): We have passed so many Bills in the past.

SHRI S. S. AHLUWALIA: But that is wrong.

अरे, जो भी हो उस पर डिस्कशन भी हो। ... (व्यवधान) ... किस परपज के लिए हैं, पालियामेंट? ... (व्यवधान) ... मुझे एक्सप्लेन करने दो मेरी बात। मैं तो आपको आरोप नहीं लगा रहा हूँ। मैंने तो आप पर आरोप लगाया ही नहीं।

उपसभापति : आप किस पर आरोप लगा रहे हैं? ... (व्यवधान) ...

श्री राम नरेश यादव (उत्तर प्रदेश) : महोदया, मेरा एक आग्रह है।

श्री एस. एस. अहलुवालिया : यह सदन की गरिमा दिन प्रति दिन गिरती जा रही है और बिना बहस के हम सारे काम करते हैं और काम लटका कर रखते हैं। बाहर जाकर इसका प्रचार होता है कि सदन के लोग बिना बहस के काम पास करते हैं।

श्री राम नरेश यादव : मेरा एक सुझाव है, महोदया, कि हाउस की कन्सेंसस ले लें, अगर हाउस चाहता है कि बिना बहस के हो जाए तो बिना बहस के कर देना चाहिए और मैं समझता हूँ कि हाउस का पूरा कन्सेंसस है कि बिना बहस के इसे पास कर दिया जाए। ... (व्यवधान) ...

SHRI INDER KUMAR GUJRAL: No, no, no, no, no, no, there is no consensus. We do not accept that idea. No, Madam... (Interruptions).

THE DEPUTY CHAIRMAN: Just a minute, please. Just for the sake of record, we have not passed anything without discussion except the Constitution (Seventy-seventh) Amendment Bill because we had a discussion with the leaders, and we thought in our wisdom that when we would have other discussions we would take up all those matters. That was only an enabling provision in the Constitution.

The only other Bill which we passed without discussion was about the Safai Karamcharis. I thought that there was no disagreement on it. Everybody passed it with agreement, and Congratulations were extended.

So, there is no business which has gone without discussion. It is the right of the Members to speak. Nobody will come in the way.

Those Members who want to speak, will speak. Those Members who do not want to speak—it is entirely up to them—will not speak. I would only inform you that the Business Advisory Committee has allotted only one hour for this. So, please speak within that stipulated time.

Thank you.

SHRI INDER KUMAR GUJRAL: Correct.

SHRI SUKOMAL SEN: Correct judgement.

I THE APPROPRIATION (No. 3) BILL, 1993

II THE APPROPRIATION (NO. 4) BILL, 1993

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. V. CHANDRASHEKHAR MURTHY): Madam, I move;

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund