

particularly so if we talk of Class II officers. Class I officers may have one or two. Even the clerks are also utilising the services of the Class IV staff at their residences. Their behaviour, I would say, is of the medieval age. It would remind us of the medieval age in history. The Gangmen are being used for no good work. This puts the Railways into losses.

Not only that. The Railways should prevent thefts. I am giving only one incidence. At present, conversion to cement sleepers is taking place. Would the Railway Minister look into this and ask his officers to enquire into how many scrap iron sleepers or timber sleepers have been replaced.

I would like to know whether they check their stock or not. Actually they don't do that. In Gujarat also we find the same thing. Many iron and steel industries have been set up in Bihar and in Rajasthan. These thefts are taking place there also. If we could prevent these thefts in the railways, we can lay golden tracks. The reason for this particular type of theft is the conflict between the RPF and the GRP. The Railway Ministry says that the GRP is not under its control. It is under the control of the State Governments. Since this particular organisation has been deputed to the Railways to maintain law and order, is it not incumbent upon the particular Ministry to maintain law and order and prevent thefts? Actually nothing is done in this regard. I can quote one instance. If some person loses something in his railway compartment while travelling his complaint is not looked into. He is directed to the RPF centre, where RPF is not authorised to lodge his complaint under the Criminal Procedure Code. That particular person will be told to report to the Police Station at the platform while going to his destination. This is what is happening.

While talking of the railway safety, I would like to draw your attention to one particular article. It has been told by the Ministry also in its 1980-81 report that the performance of the Railways was better than the performance of some of the railway networks of the highly developed countries. While making such claims, the Railways must look to the figures of the accidents also. In 1992, within nine months

we experienced not less than 314 accidents. The accidents on an average come to more than one a day. The failure of the Railway staff constituted the largest single causative factor responsible for 69 per cent of the train accidents during 1990-91. It was 68 per cent in 1988 and 65 per cent in 1989. The figures for 1991-92 was 78 per cent. You say it is the safety means of transport, but I do not find it to be so. Once one leaves a particular station for a destination, his family members are very much worried at home. At the same time, we have been talking of amenities being offered to the passengers. What type of amenities have you introduced? Have you introduced broad gauge lines? Have you converted metre gauge line into broad gauge line? Today also

THE VICE- CHAIRMAN (SHRI MD. SALIM) : Mr. Solanki, wait a minute. Shri M. V. Chandrashekhara Murthy will lay a statement.

Supplementary Demands for Grants (General 1992-93)

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. V. CHANDRASEKHAR MURTHY) : Sir, I beg to lay on the Table a statement (in English and Hindi) showing the Supplementary Demands for Grants (General) for the year 1992-93 (March, 1993).

The Budget (Railway), 1993-94—Contd.

SHRI O. RAJAGOPAL (Madhya Pradesh) : The train was stopped without any signal.

SHRI GOPALSINH G. SOLANKI : May I know from the Minister whether any survey for new lines State-wise has been conducted or not? I would like to know whether those lines have been included in this Budget or not..

THE VICE-CHAIRMAN (SHRI MD. SALIM) : You are free to ask any question, but you have to conclude also.

SHRI GOPALSINH G. SOLANKI : I think that I have taken just six minutes.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : No, you have taken eight minutes.

SHRI GOPALSINH G. SOLANKI : May I know from the Minister whether any survey for the new lines has been undertaken for the whole nation ? I want to know whether his Ministry has done any survey that in broad gauge section they would require so many lines, in metre gauge section they would require so many lines or on a particular route they would convert metre gauge line into broad gauge line. If they have done so, how much time they would take to meet the demand ?

We always talk of amenities to passengers. Many passengers are going back when their rail tickets reservations are not confirmed. I want to know how much money has been refunded to those passengers ?

In the case of passenger tariff for AC sleeper, first class and AC chair car, they have increased from Rs. 12 to Rs. 15 which is more or less 20 per cent hike. In the case of second class sleeper class, they have increased it from Rs. 6 to Rs. 10. It is more than 60 per cent hike. For the second class sitting, they have increased the charges from Rs. 2 to Rs. 5 which is more than 150 per cent against the existing rate. In the case of reservation charges for computerised reservation, for AC first class they have increased it from Rs. 20 to Rs. 25 — which works out to 25 per cent. For first class, AC sleeper and AC chair car it has been increased from Rs. 10 to Rs. 15 which is more than 50 per cent. The reservation charge for the sleeper class has been increased from Rs. 7 to Rs. 10. And the second class sitting charge has been increased from Rs. 3 to Rs. 5 which is more than 60 per cent. So, I would say it is a cross Budget against the General Budget.

I would like to refer to the highlights of the Railway Budget, 1993-94, Part I, in a nutshell. On page 6, it has been said, "Exemptions from freight increases given in the past in respect of grains and pulses; sugar; diesel and oil cake to be withdrawn." Since the Ministry of Petroleum have already raised the prices of petroleum products, naturally diesel is going to be exempted from the freight charges. This is a kind of adjustment.

It has been reported that they have introduced nine new trains on the old lines. But it was reported that Kapadvanj-Nadiad railway line would be completed in a year's time. May I know from the Minister when this railway line is going to be completed ? The conversion of narrow gauge Kapadvanj-Nadiad line into broad gauge line, I think, was expected to be completed in the year 1990-91.

What is the need for saying that we are converting that particular line ?

Coming to season tickets, at many places, season-ticketholders are allowed to travel by superfast trains. This is particularly so when some trains are reported late. For example, in Baroda station, it happens. There, it is always announced that season-ticketholders will be allowed to travel in between Baroda and Ahmedabad by superfast trains. I would like to draw your attention to the particular aspect that there is no inter-city train between Baroda and Dohad. More than 1500 persons are travelling up and down daily. They have to travel by a local train which starts at 6.55. It would leave Baroda at 8 o'clock. Sometimes, it reaches there late also. And, the people waiting for it would be deprived of their travel. This has been my demand right from the time of discussion of the Appropriation Bill. Throughout the country, those who want to travel by superfast trains are not being charged any excess fare. Why are they not being charged any excess fare ? Some thirty or fifty rupees more a month. Those who are travelling on a regular basis are prepared to pay it. I have made a survey. Out of 1500, 1000 were ready to pay Rs. 30/- per month more to travel daily between Baroda and Dohad. This will increase the income of the Railways too. If this system is adopted, I think the Railways will be able to generate more revenue than it is generating now. In so far as this particular section is concerned, I undertake that they are prepared to pay that much more.

You have shown particularly the receipt of revenue through the Railway Recruitment Boards.. There are 15 Railway Recruitment Boards. They are spending Rs. 78 crores to Rs. 80 crores. May I know what profit has been produced for the last five years ? And the Tribunals which have

come into force have never disposed of any case for the last two years. Sir. I will just take one minutu more.

My friend was talking about a new train in Uttar Pradesh connecting Narora-Bulandshuhi -Delhi and another train connecting Delhi and Narora via Sikandera-bad- Bulandshahr-Jehangirabad - Anupsher. Particularly in Etawa, the railway line passes through the city and it divides the city into two parts. It has been the consistent demand of the people for the last 15 years for an overbridge which has been proposed, but not planned for or started. May I as-k the Railway Minister to look into this?

In Gujarat, we have been asking for some trains. The hain known as 111 and 112 Bhopal-Baroda local was suspended. The adivasi people used to travel by that. And depend upon the manual labour. . . .

THE VICE-CHAIRMAN (SHRI MD. SALIM) : You have taken double the time allotted to you already.

SHRI GOPALSINH G. SOLANKI : I am concluding, Sir, That train which has been suspended should be reintroduced. There is demand for another train from Gandhigram to Bhuj and to convert the metre-gauge into broad-gauge. This also has been a consistant demand for the last 20 years. It was promised by the Ministry also during the last zonal meeting to include it in the next Budget. But I am sorry that we could not find it there. The people of the entire country, particularly the common class of people, look to the yearly budget. . . . would particularly look at the Budget. I think the Budget should be common to all the States, covering all parts of the country. One cannot look at the particular bottom. He has to look in the middle, he has to look at the right, he has to look at the left and he has to look at the back, that is the North-Eastern part of the country. I am sorry to say that I cannot support the Railway Budget. I oppose it. Thank you.

SHRI ANANTRAY DEVSHANKER DAVE (Gujarat) : Sir. I want to make one suggestion. The Bhuj Railway Station has been changed and a lot of land is lying vacant. Please utilise this land. You cat)

sell it off and convert the metre gauge line from Gandhidham to Bhuj into broad gauge line That is my suggestion.

SHRI JOHN K FERNANDES (Goa) ; Sir, it was said two years back that India has the second longest railway in the world, the first being the USSR. With the collapse of the USSR, I suppose, we have the largest railway network in the world. It is said that the Indian Railways have a rail load of 60,000 kms and the Indian Railways run 12,000 trains per day. I think it is a gigantic task for any Minister to handle—to run the trains, to maintain the trains and to manage them. I compliment the Railway Minister for presenting an excellent Budget within the framework of the present economic conditions prevailing in the country. When we talk of Railways, we say that we are the longest one in the world. We talk of quantity but we forget about the quality of the Railways—the passenger amenities— and I am glad that in this Budget, the hon. Railway M'nis'er has made a provision of Rs. 60 crores to improve and augment the passenger facilities. I would like to request the Minister to see that when we talk of passenger amenities, the quality of food served in the trains is improved and drinking water is made available, not at the stations, but in the trains itself. Some of our railway stations, specially in the rural areas, are very outdated and obsolete because they are lacking in basic amenities. I would also like to request the hon. Minister to see that more attention is given to these railway stations. We should not concentrate our efforts in the urban areas only. I hope the hon. Minister will take my suggestion seriously and see that the rural areas are given equal importance because majority of the people of our country live in rural areas, in the villages.

The hon. Minister has also mentioned in his speech that twelve more railway stations in the country will be computerised and with that, 80 per cent of the railway reservations in the country will be computerised. It is a welcome step that the Railways are being modernised. But as far as the maintenance and operation goes, I would request the hon. Minister to see that the operations are computerised by importing the most modern technology. We have to go in for the computerisation, we have to rely on the I Laser technology to avoid accidents.

The other day, the hon. Minister informed the House that we have got the necessary technical knowhow. We are importing the technical knowledge from USA, U.K., and Japan. I am happy that he will devote more time and spend more money to see that the safety aspect of the railways is also taken care of. Sir, the Minister has mentioned that the number of accidents has come down from 717 in 1985-86 to 513 in 1991-92 and I don't think it is any achievement. I feel the Minister has to strive and see that the number of accidents is minimised. I feel if it goes at this rate, we will have two accidents every day. It was also mentioned in this House that most of the goods trains accidents are not caused due to negligence but these are the engineered accidents. These are accidents managed by the mafias, specially the coal mafia, to rob the train. So I would like to know from the hon. Minister whether they will take any appropriate measures.... to see that this highway robbery by the mafia, by the organised gang, is checked by the hon. Minister.

The second part of this point is the Minister has mentioned that for the first time the Railways will have an insurance for people who are involved in accidents; either when they die or when they get injured or when there are bomb blasts or terrorist attacks on them, they will be covered by the insurance. The Minister did not mention whether the Railways themselves or the paraphernalia of the Railways are insured and whether it is a liability on the Exchequer of the Government. I hope the hon. Minister will respond to my suggestions and queries when he replies to this debate on the Budget.

The Minister has also mentioned about the Capital Fund. It is good that they will have their own Fund financed from the internally-generated resources, I hope that with this Fund there will be more innovations within the Railways and the Railway Minister will not come to the Government for more money.

Sir, the best thing of the Railway Budget last year was this. The Railway Minister announced that they were going to convert thousand or thousand odd kilometres of metre-gauge into broad-gauge. This was a welcome step. The Minister has also anno-

unced that they have surpassed the target because last year the target was 1,200 kms. and they are going to achieve 1,350 kms. I have to compliment the Minister for that. At the same time, the Minister has to give priority to more demanding sectors. We have the sea ports. We have about 12 or 13 major ports in our country and some of them should be linked to the mainstream of our national life, e.g. the port of Mormugao in my State, Goa, is linked to the mainstream of the national life with a metre gauge. We have a metre gauge from Miraj to Mormugao. It becomes very difficult for these ports to function because the modern trading mechanism of any sea port is through contained system. So it becomes very difficult to connect the seaports to the hinterland, to the mainland. I think there is a proposal from the port trusts, specially the Mormugao port Trust, to share the expenditure. I hope the hon. Minister will come out with a proposal to see that this work of connecting the port and the mainland should be taken upon top priority. If there is a paucity of funds, I have given him a good suggestion, that the funds should be shared by the concerned port authorities and the Railway Ministry.

Sir, it is said that our metropolitan city has become a gas chamber because we have so many motor vehicles so much so it is choking our city. There is a world report that Delhi, Calcutta and Bombay have surpassed the permissible pollution limit. In Bombay we have a suburban railway. When we have a suburban railway, the road traffic is cut down, the motor vehicle traffic is cut down. In Calcutta also we have the metro. I would request the hon. Minister to see that some priority is given to the National Capital, Delhi, and if a suburban train or a metro train is introduced, in the capital, that will certainly go a long way in cutting down the pollution and in helping to decongest the traffic on the roads.

With the innovative measures taken by the Railway Minister in forming a corporation we have the Konkan Railway Corporation. That is a very good innovation that the Minister has made to connect the missing link. And the Konkan region was the missing link on the national railway.

map. But there are some problems in this sector. This Konkon Railway has sought to develop the hinterland, the backward areas of the four States of—Maharashtra, Goa, Karnataka and Kerala. In the three other there is no controversy. There is a controversy only in the State of Goa.

It is not that the people of Goa oppose the Konkon Railway. But there is a mischief played, intentionally or unintentionally, by the vested interests. We have the mine-owners' lobby in Goa because there is iron ore in Goa. The people of the State were not consulted. The MPs were not consulted; the MLAs were not consulted; the panchayat bodies were not consulted. The Konkon Railway went ahead with its massive development programme by diverting the railway route from the aligned route towards the coastal line. The coastal line of Goa is the best developed area in Goa. We have a mining area towards the eastern side and towards the west of Western Ghats. There was a request from the Government of Goa to see that this railway is diverted from the north of Goa, that is, from Mapusa, Porverim, Panjim and Old Goa, towards the hinterland. That was acceded to; whereas in South Goa the Konkon Railway has diverted its railway line towards the coast. That has created a lot of problem. It is not a big chunk of area. It is from Mayem to Bali. The total disputed area is only 54 kilometres. There are so many committees appointed by the Government, the Railway Ministry and the Environment Ministry, and the reports are before the Government. There is an agitation going on in Goa. The people are very much agitated because the steps followed by the Konkon Railway are totally anti-people. We have the Land Acquisition Act, the obsolete old Act brought by the British to protect their own interests, their colonial interests. The same Land Acquisition Act has been used by the Government against the people of Goa. The emergency clause, clause 17 of the Land Acquisition Act, has been applied to acquire the land against the people's wishes. When it was brought to the notice of the Konkon Railway Corporation that this land was disputed land, just to defeat this argument the Konkon Railway saw that the monies were disbursed to the people. Most of the cases, the title suits, are lying in the courts. About Rs. 35 crores or Rs. 36 crores had been distributed to justify the work worth 25 —152 RSS/94

about Rs. 36 crores have been completed. When you go and see the disputed area between Mayem and Bali, you will find that there is no work going on. You cannot have any development work against the wishes of the people, when the people are agitated. The people of Goa are not against the Konkon Railway at all. There is not even 1% who will say that we don't want the Konkon Railway. We very much want the Konkon Railway because we are also contributing financially for the Konkon Railway. We want to develop our hinterland. As I mentioned earlier, we have the mining areas along the Western Ghats and towards the west of the proposed Konkon Railway—the original plan—we have the industrial belt, the underdeveloped areas of Goa. So, I want the hon. Minister to reconsider this because this Railway is not meant for a stop-gap arrangement. This railway is meant for the posterity. There are plants in Goa to have a violent agitation. The report of the Environment Committee is before the hon. Prime Minister. The Environment Committee did mention that it would require some additional land, laying of additional track and additional expenditure. I think it will go a long way. Even international organisations have stopped releasing funds for this project because of this controversy; for instance, the Government of Japan has not yet released the funds. I am told the World Bank has also not released the funds because of this controversy. Therefore, I would request the hon. Prime Minister and the Railway Minister to see that this problem is resolved amicably. This disputed land is a very fragile land. It is an environmentally protected land. We have khazan land. We have ancient monuments there. We have sanctuaries there. We have lakes there. If you are going to destroy this land, I think it will be very dangerous to our environment. Most of this soil is alluvial soil and tile piling has not been done by the Konkon Railway. They argue that they have done sand piling. We don't know what is meant by sand piling. If the Konkon Railway is allowed to go through this disputed area it will be very costly for the Konkon Railway because they will have to maintain that land again and again because the land is sinking. I think, it will be appropriate

for the Government to give a second thought before it is too late and take the opinion of the people of Goa, of the elected representatives and of the Government. The present Chief Minister also mentioned it to the Central Government that the Central Government should give a thought to it. Some letters were also submitted to the Railway Minister. As I mentioned, the concept of corporation was an excellent one. I also wish that the Railway Ministry will have more such projects, especially in backward areas like the north-east region. Sir, many hon. Members of this House from the north-east have a grave problem. Whenever we come to railway they always complain that area should be developed. This concept of corporation is a very good concept. It is a big project. Finally, the ownership of this corporation, land and other assets will lie with the Ministry and it will not be with the corporation. There is a disputed track of land in Goa. There is again a regional plan of Goa. The Government of Goa has made a Regional Plan earmarking different areas for development and the Goa Government has also mentioned, in its Goa Regional Plan, the routes for the railways, the South-Central Railway. The Konkan Railway has totally deviated from it. There are disputes as far as the statement of the Konkan Railway goes. Often they rely on the Environment Committee report of Mr. Gadgil. It is sad and it is reported that Mr. Gadgil was not shown this disputed land. Mr. Gadgil made a statement to the Press that this disputed land from Mayem to Bali was not considered by Mr. Gadgil, it was not investigated. The Konkan Railway and the Railway Ministry rely on that report which was not inspected by Mr. Gadgil. They also made a false statement before the High Court of Goa and saw to it that the case was thrown out. So, I feel the Government should be sincere and serious about it, whenever they make any statement. I think, the Railway Ministry can be taken to court, for contempt. They have misguided the High Court. So, I would like the hon. Minister to reply to this query raised by me.

At the moment, there is an agitation going on in Goa, as I mentioned earlier. And there are people sitting in Panjim,

the capital of Goa on an indefinite hunger strike upto death. And I don't think the people are to be taken lightly. They have a genuine problem. They have a genuine grievance. They are not against any national project. They are not against the Konkan Railway because it is going to benefit us; it will take only 8 hours to reach from Goa to Bombay if we have Konkan Railway. At the moment it takes 24 hours to go to Bombay by the existing railway. So, I don't think that the people should be termed as anti-nationalists, anti-this and anti-that. I hope the hon. Minister will give a serious thought to it and see that this disputed track of land is diverted from the coastal land to the main land, to the hinterland. I hope, he will seriously take up this matter with the hon. Prime Minister. With these words, I thank you.

SHRI ARANGIL SREEDHARAN (KERALA) : When I rise to participate in the discussion on the Railway Budget, I am reminded of the vital role the Railways have played in the evolution of the Indian society. Sir, ours is a country of startling diversities, diversities of language, diversities of religion, diversities of thought and diversities of regional imbalances. Perhaps India is the only country where centuries co-exist. There are areas which still live in the 16th century and some areas are passing through the 19th century and there are areas which are on the threshold of the 20th century. In this atmosphere of diversity, the Railway is the unifying force. Let us not merely look at it from the point of view of trains that are running, from the point of view of goods that are carried by the railways, from the point of view of the commuters alone. What is the philosophy behind the Railway Budget? I would like to ask the hon. Railway Minister. The Budget is not merely a statement of accounts. Nor is a Budget a statement of expenditure and income. A Budget should be an instrument for certain objectives. What is the purpose of this Budget? How far will it carry out its social burden. One thing stands out, i.e. the Railways are asked by the Government of India to subsist on their own income. "We do not get income; so you raise loans". Bonds, Rs. 900 crores worth of Bonds, you should raise. But what

about the social obligation that the Railways are carrying? The cost of the social burden that the Railways are carrying is Rs. 2,500 crores. The Railways are asked to carry the burden and to carry the burden you collect some money from the passengers most of whom are poor. Now, look at the figures. It is very strutting and discouraging. In the Fifth Plan. Budgetary support for the Railways was 75 per cent. In the Seventh Plan it was brought down to 42 per cent. In 1992-93, the Annual Plan budgetary support has come down to 16 per cent. In 1993-94 it has come down to a lamentable level of 14.07 per cent. How can the Railways alone carry the burden? I plead for the Railways not because I think this country is affluent but because Railways have a vital role to play in keeping the country together, particularly, in the present set-up where fissiparous tendencies are growing like wild fire, where people are falling out on the basis of caste and religion. It is the unifying force of Railways which carries people from one State to another, which carries one culture, to another end of the country. Our country is a country of so many sub-nationalisms. In this context what I would say is, the Railways should get a better deal from the Government. What about the expansion of the Railways? What is your concept of expansion? When I went through the Budget carefully, I found out that it has no concept of expansion whatsoever. Gauges are renewed. Is that the top priority of this country? Sometime back I met the Chief Minister of Tripura and he told me that there is not even one kilometre of railway line in Tripura. Railways are a vital factor in our defence and particularly now when our country is surrounded by all sorts of enemies. If the Railways do not reach these remote points how will you strengthen the defence of this country? So top priority in this country is not gauge renewals but top priority should be expansion. Metre-gauge, broad-gauge, narrow-gauge and all that can come later on. Then again in the Railway Budget the figures are very disappointing. Those who have formulated this Budget perhaps don't realise the compulsions of our society. It is not possible to go from one area to the other. Railways are the only

system on which we can depend. Road transport has not developed to that extent. So, what I would suggest to the Railway Minister is, your priority should come for new railway lines which can connect various remote areas of this country. And in doing so, top priority should be given to defence; top priority should be given to other mineral resources and other resources which the country vitally needs and top priority should be given to reach those areas which are very backward where people live even today in sub-human conditions. Railways need a lot of modernisation. In a foreign country, particularly in European countries, travel by train is a luxury and pleasure. In France, the trains run at a speed of 240 kms. per hour. Maybe, it is not possible for us to achieve that immediately but speed is the hallmark of the modern age. Speed is what creates history. Speed is what creates change. And when it comes to the question of speed, we are left far behind. I understand that because of British imperialism and colonialism, we were left far behind and we are trying to catch up. But that is not the only argument. If you want to reach modern standards, you have to develop speed in every sphere of human activity; not only in railways, but also in economics, in education, in cultural expansion, in medicine, in every sphere of activity. And the railways are connected with all these aspects. Railways are connected with the educational aspects of our society. Railways are vitally connected with the economic development of our society. Railways are connected with other branches of human life. So, speed in railways is very important and today, modernisation means speed. For that, what has been done? We have found out one very clever method of developing speed. In Japan, I was told some years back—not now, a decade back—that when a train came on time and it was a surprise, the passengers were all surprised as to how that train could come on time, the station master very coolly said, "it should have come yesterday at the same time" You give a lot of running time. Remove late running trains. You say, "take six hours instead of four hours". Everything is on paper. But, actually what we want is, reduce the running hour* so that our trains develop speed. Then,

when I talk of speed, I come to safety. Some time back, in my State, Kerala, at Persion, there was a railway accident. A train went off the rails and plunged into the river below. We raised it on the floor of this House also. I remember I came to this House when that accident took place. And the report that came was that there was a tornado. Can you think of anything more irresponsible and stupid than saying that a tornado pushed the train out of the rails and threw it into the river? So, your safety organisation, your safety vigilance and your safety investigation are all imperfect. When I talk of safety, I am reminded of the trains that are running in North Kerala. Dilapidated compartments - *rem an* super-annuated tracks. I always wonder how we survive. I invite the Railway Minister to go from Shoranur to Mangalore, not by the special train which they use nowadays but by an ordinary train. Our experience is we are afraid that the train may go off the track anytime. What are you doing for renewal of the railway track? It is a compelling problem. The intensity of the problem has never been overrated but the renewal of track, particularly in certain areas of the country where the track is in a bad shape, is very vital. So, renewal of track must receive top priority when you think of reconstruction of railways.

Sir, I do not want to refer to passenger amenities. There is hardly any passenger amenity in the Railways. Some time back we were getting food at cheaper rates. Later on, they said the rates had to be increased because of the introduction of aluminium foils. I do not know for whom this change was introduced. I do not know whether the aluminium industry was benefited by this. What is the need for these aluminium foils? You say it is hygienic. I would give one example of the usefulness of these aluminium foils and plastic glasses. After their use, they are thrown on the platform. Somebody else picks them up and brings them back into circulation. There is no reason why stainless plates and utensils are not brought in for this use. That system is very much required. You have brought these things and on the basis of that you are hiking the prices.

When I think of passenger amenities, I would like to come to the point of computerisation. In this Railway Budget, Kerala is completely ignored in the matter of computerisation. We have a very large number of commuters because our State is densely populated. There are places where there should be more computerisation to meet the growing demands of the commuters.

This takes me to the sad state of affairs in the Railways as far as corruption is concerned. Of course, I would, not blame the Railways alone because we have accepted corruption as a national virtue. From top to bottom, corruption is rampant in this country. Everywhere if you want, to get something done, there is a price for it. Some time back when Mr. George Fernandes was the Railway Minister, he organised a conference of railway officials, representatives of trade unions, representatives of the vigilance organisations and representatives of the Central Bureau of Investigation. It was to create a plan of action to meet this problem, this challenge which is spreading far and wide in the Railways. If this has to be done, you should have a plan to fight corruption in which public organisations should also be associated. They are many such organisations working in several parts of our country, particularly in my part of the country. They always make a number of suggestions but those suggestions are ignored and dismissed with the contempt that they do not deserve.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Mr. Sreedharan, you are having two more speakers from your party.

SHRI ARANGIL SREEDHARAN : Sir, I am concluding. I always keep within limits.

Sir, when the House met this morning, we paid glowing tributes to those martyrs who laid down their lives for our country, for our freedom, for our democracy, for our secularism and for our socialism. We are supposed to be a socialist State and it is adumbrated in our Constitution. Keeping in view that objective, I would suggest to the Railway Minister to take steps to abolish the First Class and the AC First Class in the trains.

Who is travelling by the First Class ? Of course, MPs are travelling by the First Class and then, ex-MPs, freedom fighters and Government officials. Barring them, what is the revenue that the Railways get from these Classes All these people do not pay for their tickets. So, the revenue is infinitesimally small. Then why keep this class distinction on the Railways ? Abolish it and prove to the people that they have a place in the railway system. There is no point in talknig of socialism and having these Classes.

I would like to suggest to the Railways to call for a convention of railway employees, Intelligencies agencies, repiesenta-tives of the CBI, representatives of tht: people and Members of Parliament and formufate a plan to fight corruption in the Railways. This is number one.

Number two is that you should abolish the First Class and make room for a larger number of Second Class compartments and Second Class AC compartments, if necessary, so that they can accommodate more people.

I would now like to say a few words about the stepmotherly treatment meted to Kerala in this Railway Budget. While introducing the General Budget, our Finance Minister paid glowing tributes to Kerala saying that our boys and girls working outside are bringing in a lot of wealth into our country. It has been our experience that we get a lot of wealth into our country, but we do not get a share of it. We do not get a share of the NRI deposits and we do not get a share of anything. When I look at Kerala from Delhi, Kerala is far away. When I look from Trivandrum, my northern area is farther away. Kerala, in this Budget, has received only Rs. 22 crores for new railway lines and most of it, most of the investment, goes for electrification of the railway lines from Erode to Shoranur. The proposal for doubling the railway line from Cochin to Trivandrum has been on the anvil for a very long time. But, in this Budget, the investment is only Rs. 1 crore while the estimated amount is Rs. 81.27 crores ! We have been knocking at the doors of the Railways time and again demanding that

the railway line from Shoranur to Mangalore should be doubled. The Konkan Railway is coming up now and with the advent of the Konkan Railway, the traffic from Shoranur to Mangalore is going to be very heavy and intense. Under the circumstances, through you, Sir, I would request the Railway Ministry to take immediate steps to double the railway line from Shoranur to Mangalore.

I would mention one more importa»t thing and then conclude. It is about the hike in freight arid fares. There has been an exorbitant rise in the cost of commodity transportation. The transportation cost will rise by Rs. 33/- per tonne in the case of coal and the increase will be 5 paise per litre of petrol, by 25 psise per kg. of sugar and 15 paise per kg. of rice. Sir, I come from a consumer State. We have to get everything from the other States. Rice comes from Punjab. Our minerals come from other States. All that we need, about 70 per cent of our needs, comes from other States. So, this Railway Budget is going to be very hard and harsh on our people. We will find it more difficult to make both ends meet.

Finally, I would say that this Railway Budget reflects the policy of the Government which is anti-people, unimaginative and irrational. Thank you, Sir.

SHRI VIZOL (Nagaland) : Mr. Vice-Chairman, Sir, within the allotted time, I would like to say a few words in the discussion on the Railway Budget. Sir, this House is aware that the Railways is the largest transporting system in the country, and it is also the largest revenue-earning Department.

Sir, I come from the North-East, from the State of Nagaland. And in Nagaland, we have only a few kilometres of railways. And only a few railway stations are there. Fortunately, those railway stations serve two States as the railheads, one Manipur and the other Nagaland. So, the railway services that were constructed 100 years ago are today very much overcrowded. And I will come to this point later on. Sir, how were these railway services started here in the North-East ? About 167 years ago, Assam was added to the British Empire in India. la the year

1826, Assam was added to the British Empire in India. Then, exploitation of resources, and exploration of resources in Assam started. At that time, teams were sent to all places to find out the existence of deposits of minerals. Mineral deposits were found from the North to the South in the foothill areas, covered vastly by the rivers. The soil was found to be most fertile for agriculture. Then, Sir, three companies were opened. They also found huge deposits of oil. They started mining in Assam, they started extracting oil from these oil wells in Assam, in the Naharkatia area. And they set up a refinery in Digboi which was the first of its kind in Asia at that time. That was the first refinery set up in Asia. And slowly, they extended the North-Eastern Railways from Calcutta to Guwahati. They introduced navigation in the Brahmaputra river, and the railways were extended up to Guwahati. From Guwahati, the railway service was extended right up to the end in the North, up to Tinsukia. The same rail service, as it was introduced in the beginning, still exists with the same small steam engines, with the same platforms and with the same tin-roofed railway stations. Those things still remain. In spite of so many changes taking place everywhere, not to speak of other areas even in Assam, still we are not improving those railway stations. I know the difficulties involved in starting new railway lines. But, Sir, Assam is the gateway for the North-Eastern hill States of India. Assam is the gateway to India. This railway service in Assam is shared by us. We share the air service. Sir, we are not demanding anything as a gift. We want more services and better services in Assam so that those can be shared by the people in different States in the North-East. Sir, as you know, the North-East area is linked with the rest of India through that Siliguri narrow bottleneck. This is very important. We ask our people to come to the mainstream of national life. But anything may happen anytime. If this vital link is closed to us, the North-East will be cut off from the rest of the country. We are surrounded by unfriendly countries; China in the north, Burma in the east and south, and Bangladesh in the west. We will be left at the mercy of those countries and the only alternative for the agitated people in the North-East will be to see fresh options. A time like this may come. That is why,

this railway was introduced about 100 years ago from Guwahati. This was introduced by the British. The people are now agitated over non-conversion of this metre gauge into broad gauge line for a long time. But their request has not been heard. The Centre has turned a deaf ear to our request. Only last year, the Prime Minister visited Assam in the month of May and he announced that conversion of metre gauge into broad gauge from Guwahati to Lumding would be taken up immediately. One wonders whether this work will be taken up or not. And even if this work is taken up, what about the metre gauge railway beyond Lumding ?

As I said, we are not asking for anything free. We have been demanding an additional railway line also. In the North-East, Assam is divided into two parts. One is the Brahmaputra Valley and the other is Assam Valley. Brahmaputra Valley is from Rangia to Tezpur. In the Assam Valley, there is only one small railway line serving Assam and all the other six sister States. These six sister States are the hinterland of Assam. We are demanding an additional railway line. (Time hell).

While going through the Railway budget, I find a lot of new railway lines being proposed and work of conversion of metre gauge line into broad gauge also included. Why not take up this work in Assam, in the North-East ? We also belong to this country. We thought we are equal partners in this country. But after all, life has become a business these days.

I want to bring to the notice of the Government that we want better railway, facilities.

Our difficulties are there. Sir, in Nagaland, we have a small airport and this airport serves the people of Nagaland. Dimapur is a growing commercial city. The railway passenger traffic has gone up to not less than 70—80 every day. We have no direct flight. In whatever is there, we are given only 37 seats. In the case of the train, from Dimapur, we used to get a quota of seats. Today, this has also been done away with. We do not have any quota of train seats.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Mr. Vizol, please conclude.

SHRI VIZOL : Therefore, please consider our lot. Please consider whether what we are saying, what we are demanding, is a justifiable thing or not. Thank you.

प्रो० आई० जी० सनदी (कर्नाटक) : सम्मानीय वाइस चेयरमैन साहब, आपने मुझे बोलने का जो मौका दिया है, उसके लिए मैं आपका आभारी हूँ। रेल का मुझे बहुत दूर का सफर करना है लेकिन समय कम है इसलिए मैं सुपर फास्ट या राजधानी स्पीड में अपना भाषण देना चाहता हूँ। (अवधान)

श्री संघप्रिय गीतम : ज्यादा सुपर फास्ट बनाइए।

श्रीमती कमलासिन्हा (बिहार) १ए० सी० : में जाइएगा।

श्री संघ प्रिय गीतम : गाड़ी ऐसे चलेगी जैसे सरकार चल रही है।

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : गलत सिगनल न दिखाये।

प्रो० आई० जी० सनदी : अभी बहुत स्पीड जाएगी। महोदय, मैं रेल बजट का स्वागत करता हूँ और समर्थन भी करता हूँ रेल हमारे देश की एक जीवन रेखा है, हमारी अर्थ-व्यवस्था की आधारशिला है, भारत की संस्कृति की विविधता में एकता का रेल परिचायक है। रेलगाड़ी का एक डिब्बा जिसमें बैठा मुसाफिर अलग धर्म, अलग प्रान्त, अलग भाषा बोलने वाला क्यों न हो, उस सभी को उसके गंतव्य तक पहुंचा देता है। रेल डिब्बे में न तो मजहब की दीवारें होती हैं, न जात-पात, न पार्टी। सचमुच रेल राष्ट्रीय एकता और अखंडता का एक जीता-जागता उदाहरण है। 20 मार्च, को युडुपी-मंगलौर बड़ी लाइन के उद्घाटन के समय उसमें प्रधान मंत्री जी के यह उद्गार थे :

'Railway line is the only line which is above any political party.'

इस साल रेल बजट में सभी किरायों में हम वृद्धि पाते हैं। इसका प्रभाव यात्रियों पर पड़ना स्वाभाविक है। इसका प्रभाव गरीबों पर कम पड़े, इस ओर रेल मंत्री श्री जाफर शरीफ ध्यान देने में पीछे नहीं रहे हैं। रेल को अधिक सक्षम और मजबूत करने के लिए यदि वृद्धि अनिवार्य है तो इस बोझ को भारत की जनता सहन करने में पीछे नहीं हटेगी, यह मेरी भावना है। देश में दोहरी लाइनों को बिछाना, मीटर गेज लाइन, को बड़ी लाइन में परिवर्तित करना और आठवीं पंचवर्षीय योजना में जो आपने छः हजार किलोमीटर बदलने का फैसला किया है, अगर आप 10 हजार किलोमीटर बड़ी लाइन में परिवर्तित करने का फैसला करते तो देश की जनता को रोजी-रोटी दिलाने में हजारों-लाखों में डेज दिलाने में आप सफल हो सकते थे, यह मेरी ऐसी आशा है। आज रेल की प्रगति और उसकी गतिशीलता के प्रति कड़बे शब्द भी सुनाई पड़ते हैं और जो प्रगति कर रहे हैं उसमें रोड़े अटकाने की भी बात चल रही है। लेकिन शरीफ साहब, घबराते नहीं हैं—“किस्मत तुम्हारे साथ है, जलने वाले जला करें।” आपकी रक्षा जब भगवान कर रहा है—“जाको राखे जाईयां मार सके न कोई।” इस बात पर भरोसा रख कर आप चल रहे हैं इसलिए इसमें आप सही साबित हो गए हैं, यह मेरा विश्वास है। रेल की सम्पत्ति लूटने वाले, रेल की लाइनों में बम विस्फोट करने वाले, जान और माल का नुकसान करने वाले, देशद्रोही हैं। उनके प्रति आप सतर्कता बरतें, यही मेरा अनुरोध है। माननीय रेल मंत्री जी ने अपने रेल बजट भाषण में यह गौरव की बात कही है कि आपसी मेल मिलाप से, सेवा-भावना से निश्चिन्त की सेवा भावना में लगी हुई यह जो रेल है, इस संदर्भ में मैं गीता की एक उक्ति की ओर भी आपका ध्यान आकर्षित करता हूँ।

“कर्मण्ये वाधिकारस्ते, मा फलेभु कदाचन।”

रेल इसका ज्वलंत उदाहरण है। कई राज्य, कई पार्टियों की सरकार का जो एक कोंकण रेल का सपना था, उसको पूरा साकार किया है। यह कोंकण रेल, रेल इतिहास में एक चमत्कार, एक मिराकल है, यह मेरी भावना है। करीब 1800 करोड़ रुपये की यह योजना है जो 760 किलोमीटर की दूरी को तय करती है। महाराष्ट्र के रोहा से मंगलूर तक पहुंचने वाली ये रेल लाइन महाराष्ट्र में 342 किलोमीटर, गोवा में 105 किलोमीटर, कर्नाटक में 273 किलोमीटर की दूरी तय करती है, महोदय, 6 किलोमीटर से लेकर 2.2 किलोमीटर तक की जो सह्याद्रि में टनल है वह 72 टनल हैं। काली नदी, अघनाशिनी नदी और शरावती नदियों पर बहां जो पुल बने हैं, ऐसे मेजर पुल 136 हैं और माईनर पुल 1670 हैं। यह गाड़ी 65 महत्वपूर्ण स्टेशनों से गुजरती है, और इसमें महत्वपूर्ण स्टेशन हैं—उडुपि, भटकल, होन्नापुर, कुमटा, कारवार, मडगांव, कुडाल, रत्नागिरि, खेड, बीरा और रोहा।

कोंकण रेल से लाभान्वित होने वाले चार राज्यों ने भी अपने इक्विटी पार्टिशिपेशन दे दिए हैं। महाराष्ट्र ने 88 करोड़ में से 66 करोड़ दे दिया है। गोवा ने 24 करोड़ में से 15 करोड़ दे दिया है। कर्नाटक ने 60 करोड़ में से 45.5 करोड़ दे दिया है। केरल ने 24 करोड़ में से 15 करोड़ दे दिया है।

टैक्स फ्री वॉन्ड्स की बिक्री में प्रगति नहीं हुई है, ऐसा मैंने सुना है। कोंकण रेल कारपोरेशन, इंडियन रेल फाइनेंस कारपोरेशन से 88 करोड़ और यू० टी० आई० से 200 करोड़ कर्ज लेने की कोशिश में है, यह भी मैंने सुना है।

सह्याद्री की श्रेणियों का नजारा, लहराते अरबी समुंदर का किनारा, नदियां, नारियल, आम के पेड़, नेशनल हाइवे नं० 17 से समानान्तर जाने वाली इस कोंकण रेल की

योजना को समय से पहले पूरा करने में प्रधान मंत्री श्री पी० वी० नरसिंह राव जी का आशीर्वाद है। इस बात की पुष्टि मुझे उडुपी में उनके भाषण से मिली जिसमें उन्होंने कहा था कि इस कोंकण रेल की पूर्ति के लिए पैसा मैं, "बैंग" या "बोरो" से लाकर दूंगा। तीसरा रास्ता मुझे अप्रिय है।

महोदय कर्नाटक के मुख्यमंत्री जी ने चारों राज्यों के मुख्यमंत्रियों की मीटिंग बुलाई थी और उन्होंने अपने इक्विटी पार्टिशिपेशन को और बढ़ाकर धन देने की बात कही है। आप चारों राज्यों के सभी पार्टियों के संसद सदस्यों की मीटिंग बुलाएं और हमें टैक्स फ्री वॉन्ड्स बेचकर धन संग्रह करने का काम सौंपें तो हम भी आपके इस काम में साथ देंगे।

महोदय, मैं कर्नाटक के हुबली-धारवाड़ महानगर से आता हूं। यहाँ 100 साल से पुराना रेलवे वर्कशॉप है। करीब 4,500 लोग इसमें काम करते थे। आज उनकी संख्या घटती जा रही है। आमान परिवर्तन के बाद इसकी स्थिति और चिंतनीय होने वाली है।

महोदय, दक्षिण-मध्य रेलवे के संसद सदस्यों की सलाहकार समिति की अनौपचारिक बैठक में मेरे द्वारा उठाए गए इस वर्कशॉप के सवाल के जवाब में आपके रेल विभाग ने उत्तर दिया है कि "हुबली कारखाने में अतिरिक्त कार्यभार के बारे में बोर्ड विचार कर रहा है।" कारखाने के पुनर्निर्माण के लिए एक बड़ी योजना बनानी होगी ताकि कारखाने को बड़ी लाइन कार्य के लिए परिवर्तित किए जाने पर यहां बड़ी लाइन सवारी व माल डिब्बों का अधिक ओवरहाल किया जा सके। मेरा अनुरोध है कि आप इस वर्कशॉप को रिमाडोनाइज करके कपूरथला या पेरंबूर जैसी आई० सी० एफ० कोच फैक्टरी बनाएं। किसी भी कर्मचारी की छंटनी न की जाए, यह मेरी प्रार्थना है।

महोदय, मिरज-बेंगलूर बड़ी लाइन बन रही है। इसका शुभारम्भ रेल मंत्री जी श्री जाफर शरीफ कर आए हैं। मिरज-लोडा जो 188 किलोमीटर है, इसी वर्ष आरम्भ होने जा रही है। इसी वर्ष आप हुबली-लौंडा 90 किलोमीटर और हुबली-होसपेट 143 किलोमीटर छोटी लाइन को बड़ी लाइन में बदलने का कार्य करें और इसका आरम्भ हुबली से हो, इसके लिए मैं आप से खास निवेदन कर रहा हूँ।

महोदय, पूना-बेंगलूर और रोहा मंगलूर ये दोनों रेलें दक्षिण के कन्याकुमारी को उत्तर के कश्मीर को जोड़ने वाली कड़ी है। इनमें दक्षिण ध्रुव से उत्तर ध्रुव का आकर्षण है।

इन दो ट्रंक लाइनों को बीच में जोड़ने का काम हुबली-अंकोला कारवार नई बड़ी लाइन कर सकती है जो उत्तर कर्नाटक हैदराबाद कर्नाटक को कारवार नेचुरल बंदरगाह से जोड़ती है। मैं हुबली-अंकोला नई बड़ी लाइन निर्माण के प्रस्ताव के उत्तर में रेल विभाग के जवाब को उद्धृत करता हूँ। वह इस प्रकार है।

“हुबली-अंकोला के बीच नई बड़ी लाइन के निर्माण के लिए आरंभिक इंजीनियरिंग, व यातायात सर्वेक्षण रिपोर्ट बोर्ड को भेजी गई है। जिस पर विचार किया जा रहा है। अन्य सेक्शनों के परिवर्तन के कार्य पर आठवी योजना के दौरान आभास परिवर्तन की कार्य योजना के साथ विचार किया जा रहा है”।

गत वर्ष के रेल बजट को पेश करते समय रेल मंत्री श्री जाफर शरीफ साहब ने सदन को आश्वासन दिया था कि यह हुबली-अंकोला बड़ी लाइन की योजना स्वीकृति के लिए योजना आयोग को भेज दी गई। आप इस बजट पर उतरते देते समय इस योजना की घोषणा करेंगे तो आपके हम आभारी होंगे।

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यहां पर मैं सुनता हूँ कि कर्नाटक से मंत्री जिस विभाग में आ जाता है उस विभाग में अभिवृद्धि हो जाती है। जाफर शरीफ साहब ने रेलवे की सेवा की है, देश की सेवा की है। लेकिन कर्नाटक की सेवा भूल गये। मुझे उम्मीद है मिनिस्टर साहब कर्नाटक की तरफ भी ध्यान देंगे। यह उनका फर्ज है, धर्म है।

बंगलूर कर्नाटक की राजधानी है। काफी उसका फैलाव हो रहा है। इस राजधानी शहर के लिए मेट्रो रेल बनायें जैसे कलकत्ता शहर में बनी है। इस योजना की पूर्ति के लिए कर्नाटक सरकार हर तरह की सहायता करने के लिए कृत संकल्प है। मुझे विश्वास है आप इसकी घोषणा करेंगे।

कर्नाटक से आधा डजन से ज्यादा रेल मंत्री बने उन्होंने कर्नाटक को नजरअंदाज करके देश की, रेल विभाग की सेवा की। अगर आज पिछड़े हुए इलाके की तरफ श्री जाफर शरीफ ध्यान दे रहे हैं तो यह उनका धर्म है।

मेरा खास अनुरोध है रेल मंत्री श्री जाफर शरीफ जी से कि कर्नाटक रेल, कभी सेंट्रल, कभी साउथ सेंट्रल, कभी सदर्न रेलवे विभागों में रहकर उन्नति नहीं कर पायी है। कृपया हमारे लिए साउथ वेस्टर्न रेलवे जोन बनाने की घोषणा करेंगे तो आपके प्रति, इस डिपार्टमेंट के प्रति कर्नाटक जनता हमेशा कृतज्ञ रहेगी। इतना कह कर जो आपने समय दिया उसके लिए आभार व्यक्त करते हुए मैं अपनी बात समाप्त करता हूँ।

SHRI BHADRESWAR GOHAIN (Assam) : Mr. Vice-Chairman, Sir, yesterday, while taking part in the discussion on the railway budget, one hon. Member from the Treasury Benches had observed that this is not a national railway budget but a southern railway budge:.

AN HON. MEMBER: It is not so.

SHRI BHADRESWAR GOHAIN : I want to support his contention completely, that this railway budget has nothing to do with the north, not to speak of our north-east; everything has been concentrated in the south and the northern and north-eastern areas have completely been neglected. I have got a long list of grievances, not readymade, but they were accumulating since Independence. There are certain grievances of the people of the north-east, but the railway mandarins sitting here in Delhi are not paying heed, as Mr. Vizol has just now observed.

Sir, we were demanding extension of the broad gauge railway line to Assam. In our boyhood days we had heard that the people of those times were demanding extension of the broad gauge line to Assam but the Government of India had rejected their contention. But last year it was decided to extend the broad gauge line to Lumding in Assam and in this year's budget it has been approved up to Dibrugarh. This demand has been there since long and I don't know and I can't say when this project would be completed.

Sir, there are two other projects of the railways. One is construction of the Jogiguppa bridge over the Brahmaputra and the other is the Jogiguppa-Guwahati broad gauge railway line.

Long back it was started with much fanfare, but, from the way and the speed of the work till today, we do not know by when it will be completed. It would take more than three or four decades to complete it, not to speak of extension of the broad-gauge line up to Tinsukhia or Dibrugarh. God alone knows about it.

Sir, there was another demand from the people, not only from the people of Assam but from all the people of the North-East, that there should be another bridge across the Brahmaputra at Bogivil, a rail-cum-road bridge, but the Railway Authorities have categorically rejected this demand on the plea of financial stringency. I do not know why every possible excuse is given. Only in respect of the North-East but not in respect of the West or the South or the Centre. So, I demand that this rail-cum-road bridge at Bogivil—Dibrugarh should

be approved to the satisfaction of the people of the North-East.

Another point is about the speed of the North-East Frontier Railway trains. We call the train there as "Bullock-carts." The speed of the North-East Frontier Railway trains is so slow that everybody says that they are bullock-carts. The distance between Guwahati and Dibrugarh is only 500 km. It takes 20 long hours to cover the distance of 500 km., but the train from Delhi to Bombay Central, takes only about 12 hours to cover the distance of 1,300 km. How can you console the people of the North-East? How can you invite us to join the national mainstream? Without any improved road communication, how can you say that we are at par with you? So, I suggest that the speed of the trains should be improved so that we can come by those trains to join the national mainstream.

Sir, we have been demanding a Rajdhani Express from Delhi to Guwahati. The Railway Minister last year introduced this train up to his State. Of course, one train to Madras has also been given. But the request from the North-East has not been accepted.

Sir, I will make a sentimental appeal to the House and to the mandarins of the Railway Department, and also to the politicians of Delhi. You have got a wrong impression of the North-East. You think that the Indian Union ends at Guwahati. Guwahati is not the last point of India. India extends far beyond Guwahati. You think that the people living beyond Guwahati do not use clothes, that we live in naked that we do not eat cooked food but we eat raw food. I remember one instance. In the '60s when the Mizo uprising was there—Mizoram was a part of Assam at that time—Delhiwalas asked us whether Mizo is a younger brother of Phizo. This is your impression. Mizo is an ethnic group. Phizo was an individual human being. You ask us whether Mizo is a younger brother of Phizo!

So, this is the impression of the Delhiwalas about the North-East.

श्री हेम० हनुमन्तप्पा (कर्नाटक):
अब नहीं है, वह पुराना है।

श्री भद्रेश्वर गोहाई : अभी भी है ।

I do remember when the name of Mr. Vizol was announced by the Chairman, readily Mr. Gautam got up to say that it should come up to Aizawl. My point is that you don't know our area at all. In order that this impression is removed, I request the politicians and also the Rail Bhawan officers to visit the North-East frequently. But the fact is that no officer likes to serve there. Most of the All India Service officers whether they are from the I.P.S. or the I.A.S., go to the North-East with a small bag, keeping their family members here in Delhi. They used to visit their family every Saturday and go back on Monday. So, this attitude should be changed and we should be allowed to think India as ours also. So, I request the Rail-way Ministry to pay heed to my request and give importance to the North-East areas.

I would like to make one or two simple points about my area. Gauhati Railway Station is called the Gateway to the North-East. Now, the railway station compound has been turned into one of the biggest latrines. It is unhygienic and has so nasty a smell that no one can pass without keeping a handkerchief to his nose. So, I request that some importance should be given to cleaning this station.

When Mr. Madhavrao Scindia was the Railway Minister, he had given a 42-bigja plot of railway land to the Pondu College, Pondu. The North-East Frontier Railway authorities with their headquarters at Maligaon have not yet handed over the land to the college authorities. The result is that the encroachers have started constructing their dwelling units there. I request the hon. Minister to see that the College gets this land at the earliest.

DR. YELAMANCHILI STVAJI (Andhra Pradesh) : The Railway Minister, during his last three Budgets enhanced the fares and freight rates to collect an additional revenue of Rs. 3,200 crores. That way he also has been helping in the inflation. It appears that the Minister is working against the cruelty to animals rather than the railway passengers. Mr. Jaffer Sharief while travelling on 15th of last month from Bidar to Hyderabad, was carrying his cat with him. Unfortunately that cat fell sick-

At about 10.30 p.m. a message was given through the railway signals to the Vikarabad Station alerting the Station Master to arrange a veterinary surgeon or physician. So the Railway Station Master and other worked hard to find veterinary doctors and at last veterinary doctors, were brought in and they were escorted to his railway compartment where he was having his pet animal. Finally, it was treated.

It was also mentioned in the press that the Minister said that, that pet animal was treated 1½ hours back at Bidar station too. I congratulate the Minister for his kindness towards animals. At the same time, I expect the same kindness from him towards the railway commuters because he was very harsh towards the commuters by increasing the passenger fares and the freight charges through this Budget.

SHRI H. HANUMANTHAPPA : Where did you get this information from ?

DR. YELAMANCHILI STVAJI : It has been reported in the press in Andhra Pradesh. No Railway official or the Railway Ministry or the Railway Board has denied it and they did not come to the rescue of the Minister. It is up to the Minister to clarify whether he was very fond of his pet animal or not.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : Tell me Whether it was a cat or a rat.

DR. YELAMANCHILI STVAJI : Were you carrying a rat also ?

SHRI C. K. JAFFER SHARIEF : I cannot carry both.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : He did not carry a rat because rat is there in the train.

SHRI H. HANUMANTHAPPA : Mr. Vice-Chairman, Sir, if it has been reported in the press that a cat was treated by veterinary doctors, the hon. Member should not bring it before the House without verifying it. Without verifying it, he wants the Minister to clarify it and verify it. Before putting it on record, at least, the hon. Member should verify it.

DR. YELAMANCHILI STVAJI : It appeared in the press.

SHRI H. HANUMANTHAPPA : If the Member brings before the House everything

that has appeared in the press, there is a certain amount of responsibility also on the part of the Member. Anything that appears in the press, need not become a property of the House.

DR. YELAMANCHILI SIVAJI : Why not ?

SHRI H. HANUMANTHAPPA : My only request is, the hon. Member should verify it before bringing it here. Anything can be written in the press. I have no grudge against them. The hon. Member also has a responsibility before bringing it here. That is my point.

DR. YELAMANCHILI SIVAJI : Thank you, Mr. Hanumanthappa, for coming to the rescue of your colleague from your State.

SHRI H. HANUMANTHAPPA : It is not a question of rescuing anybody. There should be a certain responsibility on the part of the Member before bringing such matters in this House. I cannot become the property of the House.

DR. YELAMANCHILI SIVAJI : It has been reported in a section of the press in Andhra Pradesh. The Railway authorities did not deny it. That means, it was correct.

श्री एस० एस० अहलुवालिया :

What is wrong ? बिल्ली जो है बेजुबान है । अगर वह पालतु है और बीमार है तो क्या डाक्टर को नहीं दिखाया जा सकता है ? बात सीधी सी है । (व्यवधान)

श्री हे० हनुमन्तप्पा : जिस तरीके से बो लाए हैं, यह तरीका ठीक नहीं है ।

श्री एस० एस० अहलुवालिया : वह तरीका चाहे जो भी करें । अगर... (व्यवधान)

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : हनुमन्तप्पा जी वह बैग से बाहर नहीं आनी चाहिए (व्यवधान)

श्री एस० एस० अहलुवालिया : हाँ बैग से बाहर नहीं आनी चाहिए । बिल्ली हो, चाहे आदमी हो, चाहे पालतु कुत्ता हो, सब के लिए डाक्टर उपलब्ध होना चाहिए । वेटेनरी डाक्टर है किस के लिए ? वह इसी काम के लिए है । वेटेनरी डाक्टर आदमियों का इलाज नहीं करते, जानवरों का इलाज करते हैं ।

श्री जगदीश प्रसाद माधु (उत्तर प्रदेश) : नहीं, वह आपका भी कर सकते हैं । (व्यवधान)

श्री एस० एस० अहलुवालिया : आपका तो करते ही होंगे क्योंकि आप बेचुलर हैं । (व्यवधान)

DR. YELAMANCHILI SIVAJI : I am not objecting to it. But my point is that the Minister should be soft towards the railway commuters also as he was towards the animals.

The railway ivack in Vijayawada Division in the South Central Railway is in a very bad shape. The railway track has not been renewed for quite a long time. On several occasions the drivers were found in a drunken stage while on duty. When they are on long hours of duty, fatigue occurs and the capacity to react to the signals also goes down. And, in addition to that, the diesel trains are producing carbon monoxide and they are responsible for the drowsiness and sleepiness. Sulphuric fumes are also there. All these things will give rise to drowsiness and an apathetic attitude among the driving staff. In some places, just opposite to the running rooms, there are arrack shops and toddy shops. I would like to advise the Minister to see that these arrack and toddy shops near the running rooms are closed down. (Interruption). Licences were given by the Government of Andhra Pradesh headed by the Congress.

Another point is, there is contradiction between the Safety Department and the Operation Department of the Railways. At every point of time, the Operation Depart-

meat is interested in collecting more passengers and the Safety Department always warns the Railway Board. But, so far, always, the word of the Operation Department has been taken into consideration and the cautions and warnings of the Safety Department are given a complete go-by. Hitherto, ballast trains and ballast trucks were maintained. But, unfortunately, in the coastal areas, it is not possible for the Railways or for the Railway contractors to carry the ballasts, etc. and therefore, the maintenance of the track is giving a hard time for the contractors and for the Department. The ballast trains and ballast trucks are completely given up. I am yet to come across any G. M. or Divisional Manager who has been held responsible for any accident. The Minister comes late in the evening to the House and gives a statement saying so many people died in the accident. And, there are standard rates like railway fares for disability—Rs. 5,000/-; for casualty—Rs. 10,000/-; for more than 24 hours of hospitalisation—Rs. 1000 or something; and so on.

SHRDI H. HANUMANTHAPPA : Now that is covered by insurance.

DR. YELAMANCHILI SIVAJI : Yes, that is now covered by insurance.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Let him speak independently.

DR. YELAMANCHILI SIVAJI : Let the Railway Minister fix the responsibility on the Divisional Manager or whichever officials concerned with the accidents. You need not give the entire freedom to the Operation Department to collect more money. If I remember correctly, twenty years ago, in 1974 or so, the railway driving staff went on strike. One of their demands was reduction of their working hours. Individually, it might be beneficial to the loco staff because they might get over-time allowance, etc. But I feel that the running time and the waiting time in the waiting room should be reduced. There are so many vices. Therefore, it is desirable that the running staff are checked physically and mentally from time to time, whether they are in a drunken state or not. These safety measures have to be taken.

Coming to gauge-conversion, the Railway Minister time and again mentions, tom-

toms so much, that gauge-conversion is taking place. But the economics principle of optimum utilisation of limited resources is not taken into account. The Railway Ministry feels that gauge-conversion is the panacea for all the problems. It thinks it can take shelter under that for all the drawbacks in the functioning of the Railways. And gauge-conversion is indiscriminate. For example, the Ballary-Raidurga track. Mr. Hanumanthappa will not misunderstand me. At one time, it was converted into a one-engine section also. It was thought that even a metre-gauge was not warranted. But no, the Railway Minister wants to have broad-gauge there. All right, you have done it.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Please conclude now.

DR. YELAMANCHILI SIVAJI : I am concluding, Sir.

SHRI H. HANUMANTHAPPA : He is in the 18th Century. He has forgotten the other developments in that area.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : You had only 10 minutes, Mr. Sivaji. You have spoken for ten minutes and given three minutes to Mr. Hanumanthappa.

SHRI H. HANUMANTHAPPA : He is forcing me to intervene.

DR. YELAMANCHILI SIVAJI : In Raidurga-Chitradurga, there is already the metre-gauge conversion going on. Suddenly, in the middle, they wake up and in the place of metre-gauge, they want broad-gauge. All right. He hails from that State and he's a little patriotic to that for local reasons. And I am not blaming the Minister, but at least in future you take into consideration that the lines are enumerated. . . . (Interruptions) ... So I would like to advise that the economic principle should be taken into consideration.

Regarding the Vijayawada-Secunderabad line, there are two lines to connect Vijayawada to Secunderabad. One is Vijayawada via Kazipet and another is Vijayawada via Nadikode. Sir, you know pretty well that on Vijayawada-Secunderabad line, up to Kazipet it is an express train and grand trunk trains run on the same line. So

there is pressa-re on the line and every day trains are delayed for want of place on the track, but between Vijayawada and Secunderabad, *via* Kazipet, there are several trains running more or less on the same timings. One train Golconda Express starts at 6 o'clock at Vijayawada and another starts at 6.15 and another Konark Express, starts at 8 o'clock in the morning. Likewise, there are at least ten trains between Vijayawada and Secunderabad *via* Kazipet. If the trains are diverted *via* Nadikude, it reduces the distance by 100 kms. and it saves tariff to the passengers and the congestion on the grand trunk line may be relieved. But we fail to convince the General Manager there because he is busy advertising in newspapers and you will be surprised to know that the contribution of the South Central Railway through advertisements in newspapers outstrips any other zone in the entire country for the last several years. There is so much of advertising and yet precious little has been done by the South Central Railway. To augment the traffic between Vijayawada and Secunderabad *via* Nadikude; enough space is there and it is a newly constructed line and it is 100 kms. less than it is *via* Kazipet. Why don't the Railways utilise that line instead of overloading the Vijayawada-Secunderabad line *via* Kazipet? I have yet to understand; I fail to understand this; and Narayanadri Express is there. Narayanadri Express was starting from Guntur at 5 o'clock in the morning and it was introduced so that the commuters from Guntur and downwards can go to Hyderabad in the morning, complete their job there and come back in the evening by 9.50. But the purpose was defeated by the South Central Zone and they changed, the Limines arbitrarily even without corresponding to the Railway timetable. They, suddenly altered it and ... *(Interruptions)* ... Give me one minute.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : One minute only.

DR. YELAMANCHILI SIVAJI : Now the train is starting at 2 o'clock. I have been asking several questions in Parliament. Their stock reply is "Several representations were received by the Railways to change the timings." I asked, "How many representations have been received?" To my dismay, they replied, "Five representations

have been received, including the *into* reserved from the columns of a newspaper." So on the basis of five representations if you go on changing the timings, it creates so much difficulty. Later we approached the Prime Minister with the signatures of at least 30 Members from Andhra Pradesh for going back to the original timings and the Prime Minister forwarded the letter to the Minister of Railways, but the Railway Minister did not even care to acknowledge the letter. That is the treatment we are getting from the Railway Ministry and the Railway Board! So they are only motivated changes working to the advantage of some people sitting at the helm of affairs. Unless this attitude is changed, I am afraid that precious little will be done by the Railways. So I would like to add that for Vijayawada and Guntur the timings are not proper. Vijayawada and Guntur are fast developing into twin cities like Secunderabad and Hyderabad. And there is traffic; passengers are more but trains are less. If a circuit train is started between Vijayawada, Guntur and Tenali, not only congestion will be relieved but fuel saving will also be there. Instead of depending on road transport people may depend on railways and it may lead to develop these cities into twin cities. So I hope that the Railway Minister who is consulting the Finance Minister will have noift funds for augmenting the funds for Nadikude Bibinagar.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Please conclude.

DR. YELAMANCHILI SIVAJI : I am concluding, Sir. I appreciate the Railway Minister for his fondness for the animals and I hope that he will have the same soft corner towards the railway passengers as he is having towards his pet animals; so that the railway passengers may be benefited. I am passing on a slip to the Railway Minister about his fondness for the pet animals.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Do you want passengers to be treated at par with animals?

श्री श्रीरेन्द्र कटारिया (पंजाब) : वाइस चैयरमैन साहब, मैं रेलवे के वजीर जनाब जाफर शरीफ साहब को मुबारकबाद देना चाहता हूँ।

श्री संघ प्रिय गौतम : ईद की ?

श्री श्रीरेन्द्र कटारिया ईद की भी और बहुत अच्छा रेलवे बजट प्रजेंट करने के लिए भी जिसमें कि उन्होंने हिंदुस्तान की 21वीं सदी में ले जाने की कोशिश की है कंप्यूटराज्ड रिजर्वेशन कर के, उसका विस्तार कर के, पैसेंजर एमिनिटीज के मुताबिक बहुत फंड और तरीके बना के, कई नई ट्रेन चला के और सबसे ज्यादा मैं उनकी मुबारकबाद एक और बात के लिए भी देना चाहता हूँ कि उन्होंने बहुत मेहरबानी की है कि पिछले 2 अक्टूबर को भी उन्होंने बंगलूर के लिए एक ट्रेन चलायी थी और इस बजट में भी बंगलूर और मंगलूर के लिए एक और ट्रेन उन्होंने चलायी है। हमारे रेलवे के मिनिस्टर ऑफ स्टेट साहब ने जहाँ भुवनेश्वर के लिए 3-4 गाड़ियाँ चलती थी, अब उन्होंने एक और नयी गाड़ी की शुरुआत करवायी है। मैं उनका बहुत मशकूर हूँ कि जो लोग यहां दिल्ली में, पंजाब में या इधर नार्थ में रहते हैं उन्होंने इन इलाकों में हमारा जाना कुछ और आसान कर दिया है।

जनाब वाइस-चैयरमैन साहब, ये मुबारकबाद देने के बाद अब मैं आपका ध्यान और रेलवे मिनिस्टर साहब का ध्यान इस रेलवे बजट में पंजाब के साथ जो ना-इसाफी हुई है, उस की तरफ आपके माध्यम से दिलाना चाहता हूँ। आपको मालूम है कि पंजाब पिछले 12 सालों में आग और खून के दरिया से गुजर रहा है।

The whole economy has been shattered, the means of communications in Punjab have been destroyed, the people of Punjab were living in a fear psychosis.

भेरा क्याल है कि ज़िन्दगी और मौत के दरमियान पंजाब में एक बड़ी में लाईन रह गयी थी। जो मर गए वह तो मर गए, लेकिन जो ज़िंदा लोग रहते थे वह भी मौत के साए में ऐसे रहते थे कि उससे मौत अच्छी थी। इन हालात को पंजाब में सरदार बेअंत सिंह की सरकार ने बदला। पंजाब में अमनी-अमान कायम हुआ। पुराने दिन वापिस आए। तो जो हमारी शैटर्ड इकॉनोमी थी, शैटर्ड मींस ऑफ कम्युनिकेशन थे, लोग इस बात की तबक्को करते थे कि पंजाब में जो हिंदुस्तान को बचाने की जंग लड़ी गयी क्योंकि पंजाब की जंग जो कि हिंदुस्तान को तोड़ने का मंसुबा था, उसके खिलाफ थी और अगर पंजाब टूट जाता तो हिंदुस्तान के बाकी हिस्से भी उससे मुतासिर होते थे, तो पंजाब के लोग इस बात की तबक्को करते थे कि रेलवे बजट में उनके लिए सुविधाएं होंगी, कोई नयी गाड़ी होगी, लेकिन पंजाब के लोगों को यह जानकर इंतहाई दुख हुआ है कि सारा रेल बजट पढ़ने के बाद, सारे पंजाब में किसी नयी ट्रेन की सुविधा कतई तौर पर नहीं दी गयी है। पंजाब की राजधानी चंडीगढ़ को पंजाब के दूसरे हिस्सों से जोड़ने के लिए पंजाब की सरकार और पंजाब के लोग 20 साल से इंतजार कर रहे थे और प्रेस कर रहे थे। हमें बहुत अफसोस है कि इस रेलवे बजट में चंडीगढ़ को लुधियाना से जोड़ने के लिए जोकि पंजाब के लोगों को बहुत देर से लांग स्टैंडिंग डिमांड पड़ी हुई है, उस पर कोई तबक्को नहीं दी गयी है।

एक और भी प्रपोजल थी, अगर चंडीगढ़ को लुधियाना से नहीं जोड़ा जा सकता तो कम से कम राजपुरा से तो जोड़ा जा सकता है और उससे भी कम खर्च की एक तजवीज पंजाब गवर्नमेंट ने दी कि मोहाली-चंडीगढ़-फतेहगढ़ साहिब को राजपुरा से जोड़कर पंजाब की राजधानी को मेन लाइन से जोड़ दिया जाए। लेकिन, मुझे बहुत अफसोस है

साथ कहना पड़ता है कि किसी ने भी पंजाब की जो जायज मांग है, जो लोग स्ट्रेडिंग डिमांड है, उसकी तरफ नार्मल वे में तबज्जो देने की जरूरत नहीं समझी, स्पेशल अटेंशन देने की बात तो बहुत दूर की है। हम चाहते थे कि हमारे पंजाब को एक स्पेशल ट्रीटमेंट दिया जाए, हमें छाती से लगाया जाए, हमारे लोगों का उत्साह बढ़ाने के लिए ज्यादा ट्रेनें, जो फाइनेन्सियल एड है, यह सारी चीजें पंजाब के लिए स्पेशल तरीके से की जाएं, लेकिन हमें बहुत दुख है कि नार्मल जो हमारा हक बनता है, उससे भी हमको वंचित किया जाता है।

महोदय, एक बात और मैं कहना चाहता हूं कि पंजाब को कोई राजधानी एक्सप्रेस नहीं दी गई है। पंजाब में दो ट्रेनें, सुपर एक्सप्रेस फास्ट, सुपर एक्सप्रेस और शाने पंजाब चलती है। यह दो ट्रेनें जो पंजाब में चलती हैं, इनकी मेण्टीनेन्स इतनी खराब है कि इसकी खिड़कियां टूटी पड़ी हैं, इसकी गहियां टूटी पड़ी हैं, इसकी कुर्शियां टूटी पड़ी हैं यानि मेण्टीनेन्स इतनी खराब है कि इसमें सुपर एक्सप्रेस या क्लीनीनेस नाम की कोई चीज नहीं है। इसको वहां के लोग मोस्ट अन हाइजेनिक ट्रेन आफ द स्टेट कहते हैं। मैं यह चाहता था कि इस तरफ भी तबज्जुह दी जाए।

एक और बात की ओर मैं आपकी तबज्जुह दिलाना चाहता था कि इस हिन्दुस्तान में, जहां एक सुबा पंजाब है, जिसका जिक्र मैंने आपके सामने किया, वहां पर नार्दर्न रेलवे में एक श्रीगंगानगर-भटिण्डा सेक्शन भी है और इस सेक्शन पर, आज्ञाधी को 47 साल हो गए हैं, एक भी नई ट्रेन किसी ने भी इष्टरोडयूस करने की जरूरत नहीं समझी।...

After forty-seven years of independence people are crying. People are making representations. The whole trade and industry is being affected.

लेकिन मजाल है कि किसी के कान पर भी जूं रेंग जाए। वहां पर एक जो ट्रेन चलती है उसकी हालत यह है कि श्री-गंगानगर से दिल्ली का सफर आठ घंटे का है, लेकिन इस सेक्शन के लोगों को ग्यारह घंटे इंतजार करना पड़ता है इस आठ घंटे का सफर तय करने के लिए। कहने को तो हम इक्कीसवीं सदी में जा रहे हैं, हम चांद सितारों की बात करते हैं, मीन्स आफ कम्युनिकेशन और टैक्नीकल नो-हाऊ बहुत ऊंचा चला गया है, लेकिन शायद इस इलाके के लोग गाय भैंस हैं, जिनको कि कोई ट्रेन की जरूरत नहीं, जिनके लिए टाइन की कोई बात नहीं। भेरा ख्याल है, जो एक गाड़ी चलती है वहां पर, उसको भी बंद करके किसी और जगह के लिए चला दीजिए और उस एक गाड़ी की बजाए मालगाड़ियां चला दी जाएं क्योंकि शायद उस इलाके के लोग गाय भैंस हैं, जो कि माल-गाड़ियों में सफर करने के काबिल हैं। एक और तरीका है, जिस तरीके से, मुझे कहना नहीं चाहिए, लेकिन मैं अपने सुबे पंजाब की नुमाइंदी करने के लिए और वहां की दुख-तकलीफों को बयान करने के लिए यहां आया हूं, अगर मैं अपने फर्ज को पूरा नहीं करूंगा सिर्फ इस बात के लिए कि मेरी बात की चुभन किसी को होगी तो मैं अपने फर्ज की कोताही करूंगा और मैं अपने फर्ज की कोताही नहीं करना चाहता, यहां मैंने कहा कि पंजाब में एक भी नई ट्रेन नहीं चलाई गई है, वहां मैं कह रहा हूं कि उस इलाके में भटिण्डा-अबोहर सेक्शन पर 47 साल पहले भी एक ट्रेन चलती थी और आज 47 साल बाद भी एक ट्रेन चलती है। उस एक ट्रेन की भी हालत यह है कि आधी गाड़ी में लाइट नहीं होती। जब मैं अपने शहर अबोहर जाता हूं तो उसमें सफर करता हूं, उसमें आधी गाड़ी में कोई लाइट नहीं होती और जबपता करते हैं तो कहते हैं कि जनरेटर उसके खिलाफ है। सेक्ण्ड क्लास के डिब्बे की तो बात छोड़िए,

फास्ट क्लास के जो डिब्बे उसमें लगते हैं, उसके फैन नहीं चलते हैं, उसके बटन टूटे पड़े हैं, बिटकनी नहीं बंद कर सकते। यहां तक सफाई की बात है, अगर आप उसकी टायलेट में चले जाएं और वहां अगर पांच मिनट उसमें खड़े होकर दिखा दें तो मैं आपको आदाब इकूंगा, आपको सेल्यूट करूंगा। मैं चाहता हूँ कि आप उन इलाकों में नई गाड़ियां चला रहे हैं, जहां पहले ही चार-चार, पांच-पांच एक्सप्रेस चलती हैं, उनमें ए० सी० चेयर कार चलती है, लेकिन हमारे इस इलाके के लोगों ने क्या कसूर किया है जो हमारे इलाके के लिए गाड़ी नहीं है। ... हमने एक दरखास्त दी थी कि गंगा नगर से दिल्ली के लिए एक नई गाड़ी चलाई जाए क्योंकि 47 साल के बाद कम से कम एक गाड़ी तो और चलनी चाहिए। वहां का ट्रैफिक मैं कहता हूँ कि हर्ड्ड फोल्ड इन्क्रिम हो गया है आफ्टर इंडीपेंडेंस, तो कम से कम एक दिन की गाड़ी एक्सप्रेस इन्टर-सिटी फ्राम गंगा नगर टू दिल्ली चलनी चाहिए। लेकिन बहुत कोशिश करने के बावजूद उसको किल करने की कोशिश की जाती है। कहा जाता है कि वहां पर कमिश्नल वायविलिटी नहीं है। मैं, वाइस चेयरमैन साहब, आली जनाब जाफर अरीफ साहब, जो हमारे रेलवे मिनिस्टर हैं, उनकी खिदमत में निहायत अदब के साथ अर्ज करना चाहता हूँ कि आप एक दफा गंगा नगर और दिल्ली के दरम्यान इंटरसिटी फास्ट एक्सप्रेस ट्रेन चलाकर तो देखिए, अगर उसकी आक्युपेशन 150 परसेंट से कम हो तो तीन महीने बाद आप उस ट्रेन को बंद कर सकते हैं। वह लंगड़े बहाने जो बनाते हैं, वे यह भी कहते हैं कि उसकी मेंटेनेंस के लिए गंगा नगर में जगह नहीं है। अगर आप उसको शुरू नहीं करेंगे तो फिर कभी वह शुरू हो ही नहीं सकती है। तो मैं निहायत अदब के साथ जाफर अरीफ साहब की खिदमत में

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आपके द्वारा यह अर्ज करना चाहता हूँ कि बराए मेहरबानी गंगा नगर—अबोहर के इलाके पर रहम खाएं और वहां एक इंटरसिटी ट्रेन गंगा नगर से दिल्ली के लिए चलाई जाए। जो हमारी गाड़ी चलती है, जो पहले 9 बजे चलती थी, अब 4 बजे चलती है और लोगों को 5 घंटे पहले चलना पड़ता है और भटिंडा से जाकर साढ़े छः घंटे वहां इंतजार करना पड़ता है। ... (समय की घंटी) ... 11 घंटे का इंतजार और 8 घंटे का सफर, यह तो कोई शेयर का मिलान बनता नहीं है। तो इसको भी देखकर आपको इसके टाइम को ठीक करना चाहिए।

एक बात और मैं आपकी खिदमत में अर्ज करना चाहता हूँ कि हमारे इलाके में फाजिल्का और कोट कपूरा की लाइन है, जो मीटर गेज की लाइन थी, आपने कमाल मेहरबानी से उसको ब्राड गेज में तब्दील कर दिया है, लेकिन उसकी पोजीशन यह है कि पहले तो दो-तीन महीने क्योंकि कन्वर्शन करनी थी, कन्वर्शन तभी हो सकती है अगर ट्रैफिक बंद किया जाए। अब वह लाइन बन चुकी है और उसको बने हुए तीन महीने हो चुके हैं, मगर बहुत अफसोस की बात है कि तीन महीने में एक दिन भी ट्रैफिक नहीं रुकना चाहिए था, मैं आपसे दरखास्त करूंगा कि आप वहां पर तक्षरीफ ले चलिए, हम लोग आपका दिल की गहराइयों से स्वागत करेंगे और उस ट्रेन को इस्तदा करिए ताकि जिस ट्रेन को आपने मीटर गेज से ब्राड गेज में तब्दील किया है, तीन महीने से लोग जो परेशान हो रहे हैं, आप वहां जरूर जरूर जल्दी चलिए और उस लाइन को चालू कीजिए, लोग आपके मुन्तज़िर हैं। एक बात मैं आपकी खिदमत में और अर्ज करना चाहता हूँ।

उपसभाध्यक्ष (श्री मोहम्मद सलीम) : जनाब, बराए मेहरबानी अब खत्म करिए आप।

श्री बीरेन्द्र कटारिया : मैं एक मिनट और लूंगा साहब।

मैं एक बात और कहना चाहता हूँ कि पंजाब की राजधानी चण्डीगढ़ है। चण्डीगढ़ को भटिंडा अंबोहर गंगा नगर सेक्शन से जाने के लिए कोई गाड़ी नहीं है। मैं यह समझता हूँ कि भटिंडा से भी कोई एक गाड़ी है, लेकिन उसका इस गंगा नगर-भटिंडा सेक्शन के लोगों के साथ कोई मेल-जोल नहीं है, उनको जाकर के भटिंडा 6 घंटे बैठना पड़ता है तब उस गाड़ी को एक कनेक्टिंग ट्रेन मिलती है। मैं आपकी खिदमत में यह अर्ज करना चाहता हूँ कि गंगा नगर से चण्डीगढ़ के लिए आप एक नई फास्ट ट्रेन चलाएं और मैं आपको यकीन दिलाना चाहता हूँ कि उसकी आकूपेंसी भी 100 पैसेंट से ज्यादा होगी और आप देखेंगे, जो मैं खुद देखता हूँ कि जो पैसेंजर सफर करते हैं, जो डिब्बा 70 पैसेंजर का है तो उसमें कम से कम सौ सवा सौ पैसेंजर सफर करते हैं। मुझे मालूम नहीं कि आपके पास यह कहां से आंकड़े आते हैं, यह इकनॉमिक्स आधार पर बायबल है या नहीं है।

मैं आपकी खिदमत में फिर दरखवास्त करूंगा कि बराए मेहरबानी पंजाब को आप उत्साह दीजिए, पंजाब के लोगों को आप दाद दीजिए कि उन्होंने कितनी मुसीबत का सामना किया है। वे लोग भी इस बात की तमन्ना रखते हैं कि कोई अच्छी फास्ट ट्रेन, कोई साफ-सुथरी ट्रेन, लांग डिस्टेंस ट्रेन उस इलाके को भी दी जाएगी और खास तौर पर भटिंडा-गंगा नगर सेक्शन के लिए दिल्ली से जोड़ती हुई एक इंटरसिटी ट्रेन चलाई जाए, इसको फिर दोहराते हुए मैं आपको एक बार फिर मुबारकबाद देता हूँ कि आपने एक बहुत अच्छा बजट पेश किया है।

SHRI SARADA MOHANTY (Orissa) : Mr. Vice-Chairman, Sir, although the South-Eastern Railway whose major tracks are in Orissa State is one of the topmost revenue earners of the Railways, still the State of Orissa is neglected in every respect as regards railway tracks and trains. For decades, the people of Orissa which is a backward State are crying for railway tracks in the province specially in tribal areas which are full of minerals. But the demand has fallen on deaf ears. Although in the current Budget provision has been made for tracks and trains, this seems to me as if it is a drop of water in the ocean. In the Budget, Orissa has not been given a daily superfast train or a Rajdhani train from New Delhi to Bhubaneswar. Biweekly Superfast train from Puri to Surat, Ahmadabad and Dwaraka has also been a demand for a long time as four to five lakh labourers work in Baroda, Surat and Ahmedabad. Pilgrims from the South visit Lord Jagannath daily. So also pilgrims from Orissa visit Balaji at Tirupati. The Puri-Tirupati Express, which is daily or tri-weekly, should be made a Superfast train and a new train may be introduced from Mysore to Puri via Madras. Suburban traffic in Orissa has been neglected in the Budget. Diesel multiple units have to be introduced in Orissa to satisfy the fast-growing demand arising out of socio-economic activity. In western Orissa, Electric Multiple Units can be introduced between Rourkela and Ihansuguda since this section has been electrified long back. The immediate introduction of EMU in the sector would benefit agglomeration of Rajgangpur and Rourkela where industries have started swelling in numbers. Orissa has been deprived of a production unit although it has steel, aluminium, glass and other necessary ingredients for the manufacture of passenger coaches. In case the Railway Ministry wants to produce the Sleeper Class Coaches, a new unit can be set up at Rourkela which is the steel city and in case of conversion of coaches to sleeper class, the task can be allocated to Mancheswar Workshop at Bhubaneswar which is already having plans for expansion. Electrification has been cited as a 'thrust area' in the Railway Budget and assurance has been given to Orissa that the survey for electrification between Kharagpur and Visakhapatnam will be completed within

a short period of time. It is understood from the Railway sources that this survey was sanctioned in 1992-93, but unfortunately, no headway has been made in this respect. There is no proposal to have a electrification unit at Cuttack and Bhubaneswar, for monitoring the survey and to expedite the electrification of East Coast within the Eighth Plan period. While the Budget has taken into account the industry-oriented routes in Orissa, the poor tribals and backward classes of Phulbani, Bolangir and Ganjam districts have been deprived of a railway system and remain isolated being cut off from the mainstream. Although a survey has been conducted from Khurda Road to Bolangir via Phulbani district, it has not found a place in the railway map for a very long time. The present Budget has not taken this into account and it has no plans to open up these remote areas. Paradeep port is the only major port in Orissa. It will not only be handling voluminous import traffic in the wake of industrialisation of Banspani and Daitari section but it will also be handling millions of tonnes of thermal coal from Talcher coalfields. The doubling of Cuttack-Paradeep line has not been taken into account in the current Budget although there has been a demand for the same for over a long period. In the current Budget no provision has been made for conversion from narrow gauge to broad gauge of the Naupada-Gunupur line and also for linking it with Bisam—Cuttack so as not only to develop the tribal regions but also to open up a new route to Gopalpur port in Orissa and also to the East Coast trunk route. The allocation for the Sambalpur Division is about Rs. 70 lakhs in the current year. The Railway Board approved the work on an out-of-turn basis in October, 1985. The progress is extremely slow due to inadequate funding. The Division can take shape only if funding is raised in the current Budget. Most of the stations in Orissa need better amenities like platform cover, high level platforms, retiring rooms, waiting rooms and computerisation at important stations. Adequate provision has to be made for this. Every year the fare and freight are being increased but the Ministry of Railways is not looking after the interests of the passengers in all respects. Lastly, I am requesting both the Ministries to see that rotten food is not given in the pantry cars. The pantry car should not be made to do post-office

business. Food must be cooked in the pantry car itself and supplied. Potable water must also be provided in every compartment of the train.

Thank you.

THE VICE-CHAIRMAN (SHRI MD. SALIM) : Shri Upendra. Not here.

श्री अनंद प्रकाश गौतम (उत्तर प्रदेश) :
आदरणीय उपसभध्यक्ष जी, यद्यपि यह स्पष्ट युग है और बहुत ऊँचाई पर लोग चले गए हैं लेकिन फिर भी ग्राम आदमी के जीवन में रेल परिवहन का एक महत्वपूर्ण स्थान है और उसकी अपनी एक ग्रहण भूमिका है। उपसभ्य की वस्तुएं इस देश के एक कोने से दूसरे कोने तक ले जाना, यात्रियों को एक कोने से दूसरे कोने तक पहुंचाना, रेलवे का मुख्य कार्य है और इन कार्यों के माध्यम से ग्राम आदमी का सीधा संबंध रेल विभाग से है। रेल मंत्री जी ने 1993-94 का जो रेल बजट प्रस्तुत किया है, उसमें कोई नया क्रान्तिकारी कदम उन्होंने नहीं उठाया। धिमे-पिटे पुराने ट्रैक पर बजट को ले जा रहे हैं—क्रान्तिकारी कदम उठाने का साहस मंत्री जी नहीं जुटा पाए हैं। वही दुलाई भाड़े में वृद्धि, कहीं-कहीं कुछ छूट व यात्री सुविधाओं में सुधार के पुराने आश्वासन, वही पुनरावृत्ति मात्र है।

महोदय, रेलवे स्टेशनों के आधुनिकीकरण के सरकार के आश्वासनों की बात बहुत पुरानी है। ग्रामीण क्षेत्र में तो ऐसे-ऐसे स्टेशन हैं जहां रोशनी के नाम पर वही पचास बरस पुरानी लालटेन और पीने के पानी के नाम पर पुराने कुएं या उनमें लगा पुराना हैंड पंप, यहां तक कि जिला मुख्यालय पर जहां स्टेशन है, यात्री प्रतीक्षालय के कमरे को देखकर आज भी 18वीं शताब्दी की याद ताजा हो जाती है। आधुनिक भूजिक के स्थान पर मच्छरों की सुरीली आवाज यात्रियों के मनोरंजन का एकमात्र साधन है। सबसे पुराना और लाभकारी रेल

उद्योग सदैव मुनाफे में रहा है और इसने हमेशा सरकार के बहुत बड़े सहयोगी अंग के रूप में काम किया है। हमारी आशा रही है कि वह आम आदमी पर बोझ न बने बल्कि आम आदमी की राहत का सहारा बने। उसकी आंतरिक आय को रिजनेट करके, आय के स्रोतों को बढ़ाने की दिशा में कुछ ठोस कार्य किए जाने की आवश्यकता है। यात्री किराए तथा माल भाड़े में की गई वृद्धि से 1848 करोड़ रूपए की अतिरिक्त आय का अनुमान है।

मान्यवर, अतिरिक्त आय का बोझ आपने साधारण जनता पर डाला है। प्लेटफार्म के टिकट में वृद्धि और सीजन के टिकट में वृद्धि की गई है। सामान्य आदमी पर इसका सीधा असर पड़ता है और माल भाड़े में की गई वृद्धि से तो सीधे ही आदमी की कमर टूट जाती है। रेलवे अपनी सेवा क्षमता के बजाय किराए की दरों में बढ़ोत्तरी करती चली जा रही है। यात्री सुविधाओं में सरकार रेल यात्रियों का झोमा करने पर विचार कर रही है, ऐसे माननीय मंत्री जी ने अपने बजट भाषण में कहा था। जिसमें वह यह प्रावधान करने जा रहे हैं कि आलकवादियों के हमलों के अलावा चोर डाकूओं के हमलों से हताहत व्यक्तियों के परिवारों को भी मुआवजा दिया जाएगा। महोदय, जो प्रावधान ये करने जा रहे हैं इससे रेल यात्रा के प्रति जनता का आकर्षण बढ़ने वाला नहीं है क्योंकि मुआवजे के लिए कोई रेल यात्रा नहीं करेगा। इसलिए मेरा आपसे अनुरोध है कि इसके लिए सुरक्षात्मक उपायों को कारगर बनाने की दिशा में आप सार्थक प्रयास करने का कष्ट करें। महोदय, रेलवे के नेटवर्क को बढ़ाने और उसे और जनोपयोगी बनाने के साथ ही इस बात का ध्यान रखा जाना चाहिए कि रेलवे कर्मचारी जिनके बल पर हमारा सारा कार्य निर्भर करता है, रेल प्रशासन की ओर से उनके

साथ किसी स्तर पर कोई अन्याय और भेदभाव न हो। मान्यवर, मुझे कई बार इस बात की जानकारी मिली है कि अनुसूचित जाति और जनजातियों के कर्मचारियों के मामले में समय-समय पर उनकी प्रोन्नतियों और उनके स्थानांतरण, उनकी वरिष्ठता सूची के क्रम में कार्यों के निष्पादन में तरह-तरह के भेदभाव बरते जाते हैं। जिनकी शिकायतें मिली हैं उनके संबंध में मैंने रेल मंत्री जी को लिखा भी है। तीन साल का समय वरिष्ठता के लिए निश्चित है। तीन साल के बाद सभी लोग वरिष्ठता सूची के क्रम में आ जायेंगे। वे स्थायी हो जायेंगे। लेकिन मैं आपसे कहना चाहता हूं कि इस दिशा में अभी मेरी जानकारी में आया है कि 1986 में रेल विभाग के अनुसूचित जाति के कर्मचारियों ने एक रिप्रेजेंटेशन दिया था इसलिए कि तीन साल के बाद भी उनकी सिल्योरिटी तय नहीं हो पाई जिसके कारण उनकी प्रोन्नति बराबर प्रभावित हो रही है। 1986 से 1993 आ गया है। उसके बारे में डिप्टी स्पीकर साहब ने और बहुत से सांसदों ने लिखा है और जो संसदीय अनुसूचित जाति, जनजाति की कमेटी बनी हुई है उनके वेलफेयर को देखने के लिए, उनके वेलफेयर ने भी लिखा है। मेरी जानकारी में यह बात आई है कि अभी तक उस पर कोई निर्णय नहीं हुआ है। अधिकारी कहते हैं हो गया सो हो गया। उस पर अब कोई निर्णय लेने की जरूरत नहीं है। तीन साल के बाद दूसरे जो लोग हैं उनका वरिष्ठता सूची के क्रम में नाम आ गया। वे स्थायी हो गये। इस पर हम ध्यान नहीं देंगे तो वे लोग अपने अधिकारों से वंचित रह जायेंगे। जाफर शरीफ जी यहां नहीं हैं उनकी मैंने लिखा डी-रिजर्वेशन के लिए। उनकी तरक्की से उनको वंचित किया गया है। लेकिन आज तक मंत्री महोदय के स्तर से मेरे पास कोई जवाब नहीं आया कि इस दिशा में उन्होंने क्या कदम उठाया। जब

इस प्रकार से रेल मंत्रालय ध्यान नहीं देगा तो बड़ी कठिनाई हम लोगों के सामने आयेगी। मैं इस बात की तरफ भी ध्यान दिलाना चाहता हूँ कि यदि रेल परिवार के लोगों की क्षमता कुंठित होती रही, उनका हक उनको नहीं मिला तो सारा का सारा रेल विभाग उसका परिवार प्रभावित होगा।

मैं यह भी कहना चाहता हूँ कि अनुसूचित जाति, जनजाति के लिए जो रिजर्वेशन है रेलवे में वह भी कई जगहों पर अभी तक पूरा नहीं हुआ। मैं चाहता हूँ डी० एम० एस० और जी० एम० एस० के जो कार्यालय हैं, 59वाँ डिवीजन और जी० एम० एस० का 18वाँ डिवीजन इनमें जो बैकलोग पड़ा हुआ है उनको जल्दी से जल्दी भरा जाए ताकि रेलवे में संतुष्टि महोदय के स्तर से कोई अन्याय उनके साथ न हो।

एक बात और कहकर अपनी बात समाप्त करूंगा। इस दिशा में एक और आवश्यक काम है। आजकल अक्सर देखा गया है कि माल गाड़ी की वजह से कई बार ट्रेन दुर्घटनाएं हो जाती हैं। अभी हाल ही में कानपुर के पास कलकत्ता से आने वाली ट्रेन इस लिए टकरा गई क्योंकि माल गाड़ी दूसरे ट्रैक पर गिर गई थी। कभी-कभी ऐसा होता है माल गाड़ी और रेल गाड़ी का एक ही ट्रैक होता है। एक ही ट्रैक पर चलने की वजह से यात्री गाड़ियों को देर हो जाती है और जो माल गाड़ियां हैं उनमें भी देरी की वजह से जीवन उपयोगी दवाएं या फल आदि नष्ट हो जाते हैं जिसके लिए रेल विभाग को हर्जाना भी देना पड़ता है। मेरा सुझाव यह है कि जहां तक हो सके माल गाड़ी और यात्री गाड़ी को अलग-अलग ट्रैक पर चलाया जाए। उनके बीच इतनी दूरी रखी जाए कि एक गाड़ी का अगर डीरेलमेंट हो जाए तो दूसरी

गाड़ी प्रभावित न हो। साथ ही साथ उनमें सुरक्षा उपायों की तरफ भी ध्यान देने की जरूरत है। लखनऊ मेल में मैं अक्सर आता-जाता रहता हूँ। मेरी जानकारी में है कि उसमें बहुत चोरियां होती हैं। मैंने जब अटेंडेंट से पूछा तो उसने बताया कि यह जो इन्टरलिंग दूसरे डिब्बों से रहता है इसमें लोग ऊपर से आ जाते हैं और किसी भी डिब्बे में घुस कर चोरी कर लेते हैं। इन्टरकनेक्शन की वजह से हम लोगों को पता नहीं लगता कि किस स्टेशन पर कौन उतरा। तो इन छोटी-छोटी बातों पर विशेष रूप से ध्यान दिया जाना चाहिए। मेरे साथी लोक सभा के सांसद श्री रामपूजन पटेल जी रेल से यात्रा कर रहे थे उनकी दोनों अटैचियां चोरी हो गई। रात को पता नहीं चला उठा कर ले गया। कोई पता नहीं चला। उन्होंने इसकी रिपोर्ट भी लिखवाई, लेकिन आज तक यह पता नहीं चला कि वे कहा चली गई और क्या हुआ, कोई जानकारी नहीं मिली। चोरियों और लूट लेने की इस प्रकार की घटनायें रेलों में यात्रा करते समय बढ़ती जा रही हैं। इसलिए इस ओर भी विशेष ध्यान देने की जरूरत है। सुरक्षा के नाम पर कुछ रेलवे पुलिस भी चलती है, रेलवे पुलिस चौकी भी होती है, लेकिन कोई मतलब नहीं है, बल्कि वे निष्क्रिय है। पुलिस वाले उल्टा पैसा वसूलने का काम करते हैं, रिजर्वेशन का टिकट बांटते हैं। इससे और भी ध्यान देने की जरूरत है।

माननीय उपसभाध्यक्ष जी, आप बार-बार घंटी बजा रहे हैं और समाप्त करने के लिए इशारा कर रहे हैं, लेकिन मैं अधिक न कह कर केवल इतना कहना चाहूंगा कि माननीय मंत्रीजी ने यह बजट पेश करके केवल माल औपचारिकता पूरी की है, देश का इससे काम चलने वाला नहीं है। आम आदमी का इस रेल बजट की तरफ कोई आकर्षण भी नहीं है। इसलिए मैं चाहता हूँ

कि जब आपने किराये में वृद्धि की है, माल भाड़े में वृद्धि की है कम से कम उस पर पुनर्विचार कीजिये। रेलों आम आदमी की सवारी है। बड़े लोगों को दूसरी सुविधाएं प्राप्त हैं, वे दूसरे साधनों से यात्रा कर लेते हैं। इसलिए आप जो दरें आपने बढ़ाई हैं उन पर विचार कीजिये। इन शब्दों के साथ मैं आपका बहुत-बहुत धन्यवाद करता हूँ।

[THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY) IN THE CHAIR]

SHRI TARA CHARAN MAJUMDAR (Assam) : Mr. Vice-Chairman, Sir, I thank you very much for giving me this chance to speak on the Railway Budget.

This Budget does not reflect the oft-repeated concern of the Government to do away with the regional imbalances in all spheres of national activities and to bring the under-developed regions on par with the developed ones. No special thinking has gone into the preparation of this Budget to highlight the special strategic position of the North-Eastern Region from the defence point of view. The 1962 Chinese aggression laid bare the hopeless state of affairs in respect of the defence of the region and it was the unilateral ceasefire announced by the Chinese that we were saved from being subjugated by them. The position has not improved much since then.

Sir, it was only after our taking recourse to agitations that only one rail-cum-road bridge has been provided over the river Brahmaputra at Saraiglat and the other rail-cum-road bridge is coming up at Jogigopa. But it is anybody's guess as to when this bridge is going to be completed.

I wish to draw the attention of the honourable Railway Minister to the fact that more than 80 per cent of the goods including essential food articles are carried by road transport from outside the region and the trucks from outside the region have been earning billions every year. You will find a never-ending line of trucks moving on the roads all the year round impinging on the efficiency and safety of the National Highways requiring hundreds of crores for repairs every year. Carriage of goods by trucks results in high prices of goods, especially food-stuffs carried to the

region and the price index of the region is the highest in the country. The railway tracks in the region are not well-maintained and this region, especially Assam, is prone to heavy floods every year. Tracks are washed away keeping the area cut off from the rest of the country, thereby allowing the traders to fleece the people by enhancing the prices of the essential commodities.

If the Railways sincerely want to give any service to the people of this vast area, improvement, extension and proper maintenance of the tracks to ensure increased quantum of goods movement is a must. The present Budget does not make any provision for this. The Budget also does not make any provision for extension of even a single kilometre of railway track in the region. The only line from Sreerampur to Tinsukia is the life-line of Assam in the entire North-East region. After much agitation and suffering by the people, conversion of metre gauge into broad gauge was extended up to Guwahati. It is anybody's guess what time it will take to complete the conversion up to Dibrugarh. There are no provisions in the Budget to expedite the work to give relief to the vast population of the North-Eastern region. Instead of extending facilities to the common people by extending the facility of rail travel by constructing new lines, the Railways have stopped operating the Dhubri-Guwahati line without any reasonable cause. The said line is the oldest not only in the region but also in the country itself. It was established in 1880s and was the only cheap mode of transport from Dhubri, which is a district headquarters to Guwahati, the State headquarters. The private bus operators are making money by charging four or five times the railway fares.

Sir, the present Budget has not made any provision for extension of the railways to the other States in the North-Eastern region. Nagaland has railway connection only up to Dimapur. There is scope for extending the railways to all the other six States of the region, and it is strange that no provision has been made in the Budget to at least carry on a survey to find out the feasibility of extending the railways to these States for the benefit of the people.

There is no provision in the Budget for the establishment of a Division at Rangiya, a demand which the people of the region have been making for decades. The people were given assurances several times in the past that a Division would be established, as demanded by the people, but to our great surprise, no provision has been made in the Budget for the establishment of the same. Establishment of a Division at Rangiya will lead to efficiency and also increased income to the Railways.

Sir, almost all the State capitals are connected with the national capital by Rajdhani Expresses. But, unfortunately, this region is deprived of this facility. The region has only two super fast trains from Guwahati to Delhi. There is another Express train from Guwahati to Delhi. The said trains are not adequate to cope with the ever increasing demand of the people for speedy travel. And I note with despair that no provision for improving the facilities has been made in this Budget.

Sir, this Budget does not hold out any hope of development for the region. The old colonial approach in the matter of development of rail communication should be replaced by a welfare approach. The peculiar strategic position of the region should be kept in mind. And in order to achieve real and lasting integration of the region with the rest of the country, special provisions should have been made in the Budget for speedy improvement of the rail communication system. But, unfortunately, Sir, it has not been done. I oppose this Budget because it is anti-North East.

SHRI B. K. HARIPRASAD (Karnataka) : I rise to support the Railway budget.

Railways have been the National Exchequer's milch cow all these years, always a net earner in terms of revenue. It has acted as a shock-absorber of the General Budget mechanism. Now it seems that the Railways has become a barren cow, no more yielding surplus funds but struggling hard to make even.

If the General Budget has only mild doses of taxation, the Railway budget which

preceded has much for the common man to fret and fume. Steep hikes in passenger and freight tariffs with no significant measures announced to lessen the miseries of the long-distance travellers, unhygienic up-keep of the station premises and rattling rolling stocks, and chronic delays have made the Railways a 'Dharamshala on wheels'.

I am talking with a common man's perception of the socio-economic role of the Railways. It is faltering on the economic front as is evident from frequent arbitrary hikes in fares and freights and on the social front, in paltry additions to new kilometrage or in new trains introduced. While we clamour for more Shatabadi and Rajdhani type of luxury carriers, we have forgotten the cause of the common man—less said about the suburban commuter, the better—who commute in the most inhuman conditions, packed like sardines.

I would also like to voice my concern over the frequent slippages on safety norms despite the much-touted technical advancement in signalling and track management. It is in this manoeuvre to hide their own lapses, that the Railways propose to introduce passenger insurance, admitting that rail travel has become accident-prone.

It has been reported that Railways have accumulated astronomical sums as unpaid freight charges by electricity boards on movement of coal. This is a social commitment stretched to far and there should be some semblance of credit management in regard to freight collections. Another area to be given attention to is the pilferage of goods in transit for which The Railways is forced to settle claims. In 1991-92, railway property stolen was worth Rs. 532.21 lakhs but property worth only Rs. 220.29 lakhs was recovered. Again, on consignments booked in 1991-92, goods worth Rs. 805.65 lakhs were stolen and goods worth Rs. 99.22 lakhs were recovered. This means that the Railways had to cough up a sum of more than Rs. 700 lakhs in settlement of the claims. We do claim to have a fairly large Railway Protection Force. On abolishing uneconomic segments, I have a valid plea to make

Scrap them if they do not generate adequate traffic to sustain such operations. We just cannot afford to run trains because there are tracks laid ready. Each operation has to be cost-recovery efficient, if not profit-oriented. It was appalling to read about a ghost train being run from Kalupur, in Ahmedabad, to Gandhinagar— a stretch of about 34 kilometers— which has not carried more than 100 bonafide passengers in five years ! It is further reported that only bootleggers and antisocial elements travel by this ghost train. Every evening and morning, this train is being run for years. Looking deeper, we may have many such uneconomic segments that need scrapping.

We are stuck with the Calcutta Tube for the last many decades, sapping up funds towards no tangible relief to urban commuters. Having not learnt a lesson from the Calcutta Tube project, we are dreaming to build mass rapid transit tracks in our metro cities. First we should come to the brastacks and tackle things elementary and basic.

In regard to adding new kilometerage, not much has been added to what was left behind at the time of independence. Even we seem to have become incompetent in maintaining the tracks laid long back.

Talking of my own State, Karnataka, there has not been any worthwhile track addition. Though the Railway Minister has been accused of giving a lot of patronage to the Southern States, I have got my own reservations in this regard. For example, even though the Railway Minister has done so much, Karnataka is still at the lower rung compared to the other States in the country.

In the case of Karnataka, there are certain important links still to be implemented. These are: the Gulbarga-Bidar link, the Bangalore suburban circular rail project, the Sholapur-Gadag link, the Kotur-Harihar link and the Chamrajnagar-Satyamangalam-Mettupalayam sector which will open up vast tracts of hinterland to

civilisation and development. With our lop-sided priorities to tubes, Rajdhani, Shatabdi and even Palaces on Wheels, we have forgotten the common man whose prime tool of mobility is the railways.

If the Gulbarga-Bidar link is established, it will benefit the passengers travelling between Bangalore and Delhi. Now it takes about 46 hours to reach Delhi from Bangalore. If the hon. Minister goes in for this link, it will reduce the distance to about 300 kms. It will be of much help to the people of Karnataka. Thank you.

श्री राधेश भंडारी (बिहार) : उप-सभाध्यक्ष जी, मेरे पास समय कम है, इसलिए मैं अपनी बात उत्तरी बिहार की कुछ रेल समस्याओं के संबंध में कहूंगा।

महोदय, समस्तीपुर-दरभंगा छोटी लाइन, जिसकी दूरी 37.42 किलोमीटर है और जिसे बड़ी लाइन में बदलने की योजना 1984 में प्रारंभ हुई, 1984 में इसका सर्वेक्षण हुआ और 1988 में इसका प्रतिवेदन समर्पित हुआ।

उसके बाद इस छोटी लाइन को बड़ी लाइन में परिवर्तित करने की योजना चलती रही; बनती रही, मगर आज तक उस लाइन को बड़ी लाइन में परिवर्तित नहीं किया गया है। महोदय, इसके लिए दरभंगा में कई बार बड़े-बड़े आंदोलन हुए, धरना, सत्याग्रह, रेल रोको, यह सारे आंदोलन वहाँ होते रहे, मगर रेल विभाग ने अब तक इस संबंध में कोई कार्यवाही नहीं की है। जो अभी तक उनका आंकड़ा है, उसके अनुसार नवीनतम लागत 28 करोड़ 43 लाख रुपये है और 1992-93 के अन्त तक इस पर अनुमानित खर्च पाँच लाख है। 1993-94 के लिए एक करोड़ की व्यवस्था है और इसके बाद काम पूरा करने के लिए 27 करोड़ 38 लाख रुपये की आवश्यकता होती है।

महोदय, आप सोच सकते हैं कि रेल विभाग इस लाइन को पूरा करने के लिए किस प्रकार प्रयास कर रहा है, क्योंकि जिसकी योजना 28 करोड़ 43 लाख की है, उसके लिए 1993-94 के बाद भी 27 करोड़ 38 लाख रुपये की आवश्यकता रह जाती है।

मैं आपके माध्यम से रेल मंत्री जी से आग्रह करना चाहूंगा कि उत्तरी त्रिहार का यह इलाका बहुत पिछड़ा इलाका है। नेपाल और भारत की सीमा पर जो लाखों लोग रहते हैं, उनके लिए यह बड़ी लाइन बड़े महत्व की है। इसलिए मैं रेल मंत्री जी से आग्रह करूंगा कि जल्द से जल्द, क्योंकि यह बहुत पुराना मामला है, काफी दिनों से संबंधित है, इसको जल्दी से जल्दी पूरा करने का प्रयास करें।

दूसरा सवाल जो मैं उठाना चाहता हूं, वह सवाल एक छोटे से पुल का है। पुल तो बहुत छोटा है और वह पुल झंझारपुर और लोहना स्टेशनों के बीच है। मैंने इस संबंध में रेल मंत्री जी को पत्र लिखा था और 4 मार्च को जो अनौपचारिक बैठक हुई थी सलाहकार समिति की, उसमें भी मैंने चर्चा की थी और इसी सदन में विशेष उल्लेख के माध्यम से मैंने चर्चा की है और जो रिपोर्ट मुझे मिली है, वह यह है कि अभी तक उस पुल पर काम शुरू नहीं किया गया है। मैं उस पुल को इसलिए भी चाहता हूं कि वह जल्द बन जाये, क्योंकि वह मेरे घर से पांच किलोमीटर की दूरी पर है। मैं जब भी घर जाता हूं, तो उस पुल से मुझे गुजरना पड़ता है और जब मैं उस पुल से गुजरता हूं, तो ऐसा लगता है कि अब दुर्घटना होगी, तब दुर्घटना होगी।

इसलिए मैं माननीय रेल मंत्री जी से आग्रह करूंगा कि वह एक बहुत महत्वपूर्ण

पुल है। अगर उस जल्दी से ठीक नहीं किया गया, तो किसी भी दिन उस पुल पर मेजर एक्सीडेंट हो सकता है और जान-माल की हानि हो सकती है।

मैं एक तीसरा सवाल उठाना चाहता हूं, महोदय, कि निर्मली और थरभीटा के बीच में बहुत पहले एक रेल लाइन थी। कोसी नदी ने उस रेल लाइन को तोड़ दिया। निर्मली और थरभीटा के बीच में सिर्फ 8 किलोमीटर की दूरी है और अगर उस पर नई रेल लाइन बन जाती है तो उस दूरी को 20 मिनट में तय किया जा सकता है। महोदय, आज निर्मली थरभीटा जाने के लिए 250 किलोमीटर जाना पड़ता है और दस-बारह घंटे लगते हैं। स्वर्गीय रेल मंत्री श्री ललित नारायण मिश्र भी उसी क्षेत्र के रहने वाले थे और उन्होंने लोगों को आश्वस्त किया था कि वह इस को बनाएंगे, पुनः इस रेल लाइन को बनाएंगे और जो दूरी 10-12 घंटों में तय होती है उस दूरी को 20 मिनट में तय करेंगे। उसमें एक बहुत बड़ा सवाल है कि कोसी नदी पर पुल बनाना है। मगर रेलवे के लिए यह कोई बड़ी बात नहीं होती है। कोसी नदी पर पुल बना करके निर्मली और थरभीटा के बीच रेल लाइन बनाई जाए, यह मैं रेल मंत्री जी से आग्रह करता हूं।

मेरा एक सवाल है, उपसभाध्यक्ष जी, हमारे इलाके में नेपाल सीमा पर से लाखों लोग, सैकड़ों हजारों लोग रोज ट्रेन का सफर करके काफ़ी दूर दिल्ली, कलकत्ता, बम्बई जैसे शहरों में रोजी-रोटी कमाने के लिए जाते हैं। उनके लिए गोहाटी जाने के लिए या इलाहाबाद जाने के लिए कोई सीधी ट्रेन की व्यवस्था नहीं है। मैं आपके माध्यम से रेल मंत्री जी से आग्रह करना चाहूंगा कि जयनगर से या निर्मली से इलाहाबाद-गोहाटी के लिए एक नई सीधी ट्रेन चलाई जाए। एक ट्रेन जो निर्मली से

चलती थी, उपसभाध्यक्ष जी, वह रात को ग्यारह बजे चलती थी और सुबह 6.00 बजे समस्तीपुर पहुँचती थी। उस ट्रेन का नंबर मैं आपको बता रहा हूँ। अभी वह मेरे पास नहीं है। उस ट्रेन में चलकर समस्तीपुर आने के बाद वैशाली एक्सप्रेस और नार्थ बिहार एक्सप्रेस दोनों पकड़ते थे और दोनों पकड़ने के बाद ये मजदूर लोग आसानी से दुर-दराज इलाके में चले जाते थे। मेरा आग्रह है कि वह ट्रेन जो बंद हो गई है उसको पुनः चालू किया जाए।

उपसभाध्यक्ष जी, मेरे पास आपने वक्त बहुत कम दिया है। इसलिए मैं इन्हीं शब्दों के साथ, रेल मंत्री जी से आग्रह करूँगा कि गरीब लोगों पर जो करोड़ों-करोड़ का भार उन्होंने डाल दिया है, यात्री भाड़ा बढ़ा करके, माल भाड़ा बढ़ा करके, उसे वह वापस लें और अगर वापस नहीं ले सकते हैं तो उसे कम करें।

उपसभाध्यक्ष महोदय, इस बजट का समर्थन करने का तो कोई सवाल ही नहीं उठता है, मैं इस बजट का विरोध करता हूँ।

THE VICE-CHAIRMAN (SHRI V NARAYANASAMY) : Now the discussion on the Railway Budget is over. The hon. Minister will reply to the discussion later.

Now we will take up the Statutory Resolution and the Bill together.

I. Statutory resolution seeking disapproval of the National Thermal Power Corporation Limited, the National Hydroelectric Power Corporation Limited and the North-Eastern Electric Power Corporation Limited (Acquisition and Transfer of Power Transmission Systems) Ordinance,

II. The National Thermal Power Corporation Limited, the National Hydroelectric Power Corporation Limited and the North-Eastern Electric Power Corporation Limited (Acquisition and Transfer of Power Transmission Systems) Bill, 1993.

DR. JINENDRA KUMAR JAIN (Madhya Pradesh) : Sir, I beg to move the following Resolution : —

That this House disapproves of the National Thermal Power Corporation Limited, the National Hydroelectric Power Corporation Limited and the North-Eastern Electric Power Corporation Limited (Acquisition and Transfer of Power Transmission Systems) Ordinance, 1993 (No. 10 of 1993) promulgated by the President on the 8th January, 1993.

Sir, I have very serious reasons for moving this motion of disapproval. The first reason that I would like to point out is that we are opposed to the 'Ordinance raj'. It is an ordinary piece of legislation. You should have come to this House in a normal manner. Sir, this legislation was introduced in Parliament in November, 1992.

I know, the hon. Minister is going to come out with the standard answer that they could not get it passed because of Ayodhya. The entire inefficiency of the Government can be attributed to the building of the Ram temple at Ayodhya. ... [In-Intermissions] ... to everything. But the fact remains, if you read the Statement of Objects and Reasons which was prepared by his predecessor—who is not as suave and urbane as our present Minister is—that he had written clearly that the whole arrangement was to begin from 1st April 1993. So, there was time. Then, where was the need to issue an Ordinance on 8th January? This is the question I want to pose here.