

with, the freedom fighters who fought for the freedom of the entire country.

SHRI JOHN F. FERNANDES: They have not been given pension, Madam. The Government was proposing to appoint a Special Screening Committee like the one they appointed in Hyderabad for the Police Action against the Nizam. It is pending with the Home Ministry. The last Prime Minister gave an assurance but there is no response.

THE DEPUTY CHAIRMAN: If you send a small note I will write to the Home Minister and I promise I will get you a reply.

SHRI JOHN F. FERNANDES: Thank you, Madam.

THE DEPUTY CHAIRMAN: Mr. Virumbi, do you want to speak? What do you want to speak at the far end of the day? How much time is there now? Five minutes only.

**THE APPROPRIATION (RAILWAYS)
No 3 BILL, 1992**

AND

**THE APPROPRIATION (RAILWAYS)
No 3 BILL, 1992**

SHRI S. VIDUTHALAI VIRUMBI: Madam Deputy Chairman, thank you for giving me this opportunity to speak on the Railways Appropriation Bills. Considering the time constraint, I want to speak only on some important issues, urgent issues, not on the new trains and other things. I am not going into them. Recently, the Government, more or less, decided to close the marshalling yard in Virudhunagar of Tamil Nadu. I want to express my concern and through the hon. Chair I want to bring to the notice of the Minister that the railway workers in Virudhunagar are in an agitating mood. I would request the hon. Minister to see that it is restored again because in 1950's we from the DMK demanded this. Then the great Kamaraj yielded for our request. Because of his efforts the Marshalling yard came into being in Virudhunagar. Nearly 200 employees are there.

They should not suffer from the wrong decision taken by the Railway Department. Secondly, overbridge work is going on at Coimbatore. Now it has slowed down for reasons best known to the Department. I don't know what are the reasons. The Government should see that it is completed in this Plan period. Then the Cheria Express and the Blue Mountain Express are arriving at Coimbatore in the morning between 5.30 a.m. and 7 a.m. They are leaving Coimbatore only in the evening and night. They are lying idle for the whole day. Therefore, I request the hon. Minister, through you, to see that these two trains are utilised in the day-time also after their arrival at Coimbatore. You can utilise them from Coimbatore to Selam. There trains are simply standing there for nearly 12 hours. The Government can utilise them and earn some revenue from that. Previously, some trains coming from Kerala used to stop at Coimbatore. One by-pass line is also there. Now some trains coming from Kerala do not stop at Coimbatore. They are reaching Tri-chur without touching Coimbatore. I request the hon. Minister, through you, that the stopping of the trains at Coimbatore should again be restored. If they feel that more passengers are coming from Kerala then they can introduce another train from Kerala. That train should stop at Coimbatore. If they feel that it is not possible to stop at Coimbatore, I request the hon. Minister to introduce a new train from Coimbatore to Madras. Now I come to gauge conversion. There is a fear that metre gauge line will be dismantled. I request the hon. Minister, through you, that the metre gauge line now existing should not be dismantled. The construction of broad gauge line is totally different. It should not be dismantled. Madan pilgrims are suffering in Shenkottai and Nagore. Therefore, I request the hon. Minister to see that the new train is introduced between Shenkottai and Nagore. That is very important-

When we come from South to Delhi when the train reaches Madhya Pradesh, there is no meaning between the re-

[Shri S. Viduthalai Virumbl]

served and the unreserved compartments. I have complained several times in the House but no action has been taken so far. If we complain in the TTE, he says that you are travelling only for one day but we have to work throughout the year. Some arrangement should be made by the Railway Department to see that only the persons who have reserved their seats are actually travelling in the reserved coaches. When the rain is passing through Andhra Pradesh,

here is a fear that it will be derailed. Generally, derailments take place there. one derailment was not informed to the House when the House was in Session, I know that.

As far as meals are concerned, the South Indian meal is supplied in a casket. One cannot eat that. At least, one plate should be there along with that. They are not giving that. If some VIP is travelling in the train, they put it in a tray and given it. If ordinary people are travelling, they are giving the same casket. I request the hon Minister to see this aspect also.

श्री शिवचरण सिंह (राजस्थान) :
आदरणीय महोदया, मैं मंत्री महोदय जी से थोड़ा निवेदन करना चाहता हूँ कि राजस्थान का जो इस्टर्न पार्ट है उसमें एक नैरोगेज रेलवे लाइन है जो धोलपुर से सरमथरा चलती है। धोलपुर से सरमथरा का पूरा ट्रैक 80 किलोमीटर का है, नैरोगेज है। किसी जमाने में जब पार्लियामेंट हाउस बना था, राष्ट्रपति भवन बना था इन पत्थरों से तो इन पत्थरों को लायने के लिये नैरोगेज लाइन डाली गई थी। वह नैरोगेज लाइन से अगर आज आप घाटों में है, इसको ब्रोडगेज में कन्वर्ट करने की कृपा करें तो रेलवे का कुछ नुकसान बच सकता है और उसे गंगापुर सिटी तक एक्सटेंड कर दें तो उससे बड़ा भारी लाभ होगा। क्योंकि सारा इलाका मिनरलबेस्ट इलाका है। खनिज पदार्थों से अरबों रुपये की फारेन सरेंसी और

हमारा जो इंटरनल रेवेन्यू है रेलवे का और दूसरे डिपार्टमेंट का वह बचने की गुंजाइश है। उस सारे इलाके के अन्दर सारे मेजर और माइनर मिनरल्स है। इस सारे इलाके में, दोनों रेलवे लाइनें दिल्ली से मद्रास बाया हांसी दिल्ली से बम्बई बाया गंगानगर, दोनों में ट्रैक को जोड़ेगा। दूसरा मेरा प्रश्न यह है कि गंगापुर बहुत इम्पार्टेंट रेलवे स्टेशन था। रेलवे जिस समय हिन्दुस्तान में चली तो सबसे पहले मीटर गेज रेलवे लाइन छावनी के लिये वहां से चलाई गई और जब ब्रोडगेज का एक्सपेंशन हुआ तो चारों धामों को जोड़ने के लिये ब्रोडगेज लाइन चलाई गई। यह 130 साल पहले की बात है। लेकिन आज खेद के साथ कहना पड़ता है कि हमारे देश में ट्रांसपोर्ट एक ऐसा लगेजकट है, जिसकी कोई प्लानिंग नहीं है। हमारे देश में जो यातायात की सुविधाएं बढ़नी चाहियें थीं, हमारी आबादी के अनुपात में वह नहीं हुआ। हमारे देश में आर्थिक व्यवस्था के हालात को देखते हुए उसका विकास नहीं हुआ। और हम ट्रेफिक माइडलनस हो गये। चाहे रोड ट्रांसपोर्ट हो, चाहे रेलवे ट्रांसपोर्ट हो, चाहे शिपिंग ट्रांसपोर्ट हो, हमारी कोई प्लानिंग नहीं है और उसी का परिणाम है कि हमें रेलवे में क्व मिलेगी। रिजर्वेशन मिलता नहीं है। जगह मिलती नहीं है, ओवर काउडिंग है। रेलवे के समाने प्रोब्लम्स हैं। इसलिये रेलवे मिनिस्टर साहब से मेरा निवेदन है कि हमारे देश में प्लानिंग होना चाहिये। चाहे रोड ट्रांसपोर्ट हो, चाहे रेलवे ट्रांसपोर्ट हो, चाहे सिविल ट्रांसपोर्ट हो, राष्ट्रीय स्तर पर कोई योजना बननी चाहिये, जिससे पता लगे कि हमारे देश में इकनोमी किस प्रकार से चेंज हो रही है और हमारे अर्थतन्त्र को और हमारे ट्रांसपोर्ट को क्या आवश्यकता है। यह भी सोचा जाना चाहिये कि ट्रांसपोर्ट को मीट आउट करने के लिये दस साल के लिये और बीस साल के लिये हमारी क्या आवश्यकताएँ हैं। आज के जमाने

में दुनिया के परिपक्ष्य में देखें तो हमें पता चलता कि रेलवे बहुत आउट डेटड चीज हो गयी है। यूरोप और दूसरे मुल्कों में रेलवे को हटान की योजनायें चल रही हैं। लेकिन हमारे देश में हम रेलवे का आधुनिकीकरण भी नहीं कर पाये हैं। जहाँ दूसरी जगहों पर 60 किलोमीटर की रफ्तार से रेलें चल रही हैं, वहाँ हमारे यहाँ रेलें 70 किलोमीटर की रफ्तार से भी नहीं चलती हैं। रेलवे में रफ्तार हमारे देश में कम हुई है। इसलिये मैं माननीय मंत्री जी से निवेदन करूँगा कि राष्ट्रीय परिपक्ष्य में इसका प्लानिंग क। जय में तुच्छा छोट वे सुझाव हैं। मैं आशा करता हूँ कि इन पर ध्यान दिया जायेगा। इस संबंध में इस पक्ष के और दूसरे पक्ष के सभी माननीय सदस्यों ने माँग की है कि मेरे पूर्व वक्ताओं ने भी कहा है, माननीय सदस्य मूलचन्द मीणा जी ने निवेदन किया है, इसलिये मेरा पुरजोर निवेदन है कि जन हित में लव में आय की प्स्टि वे भी आप इस रेलवे लाइन को बनायें। गंगापुर में रेलवे की बहुत बड़ी सम्पत्ति है। अरबों की सम्पत्ति वहाँ पर है। ढाई हजार एकड़ जमीन पर लोगों ने कब्जा कर लिया है। ब्रिटिश जमाने में एंग्लों इण्डियनों और यूरोपियन लोगों के लिये यह जमीन पर लोगों ने कब्जा कर लिया है। है। ब्रिटिश जमाने में एंग्लों इण्डियनों और यूरोपियन लोगों के लिये यह सबवे इम्पारटेड प्ल था। वह आज उजड़ रहा है। आप कृपया इसको करने की कोशिश करें। मैडम, आपको धन्यवाद देता हूँ और रेलवे मिनिस्टर साहब से पुनः प्रार्थना करता हूँ कि वे मरी प्रार्थना पर और करें। ज

उपस्थिति : आप तो नैरोगज और ब्रीडगेज से फारें चल गये।

श्री सी० के० जाफर शरीफ : धन्यवाद; डिप्टी चयरमैन साहिब। प्रोब्लम ट्रांसपोर्ट प्लानिंग का नहीं

है, वे चले गये, फैमिली प्लानिंग की जहरत है।

उपस्थिति : वे हैं।

He took my permission to speak from the front seat because there is no proper mike facility.

SHRI C. K. JAFFER SHARIEF: We are not very clear about our Family Plan-to give an opportunity to the Members is getting upset.

Madam Deputy Chairman, I am grateful to you that you have been* kind enough to give all opportunity to the Members who are interested.

THE DEPUTY CHAIRMAN; It is the Business Advisory Committee which gives time.

SHRI C. K. JAFFER SHARIEF; I am grateful to the Members who have participated in the debate and who have made valuable suggestions. Madam, to me and my colleague any discussion on the railway is very educative because it is through this discussion we get a lot of feed-back about the improvements that are required, about the development that the country needs, about the requirements of our people etc. Madam, I assure the hon. Members that we will keep in mind these suggestions for implementation wherever it is possible. Though sixteen new projects of gauge conversion, totalling 3,352 kms. were included in the Budget of 1992-93, during the Budget discussions, there were demands to take up some more works in the current year itself. While replying to these discussions, it was indicated that gauge conversion of Purulia-Kot-shila, Madres-Tiruchchirappalli and Kot-kapura-Fazilka sections will be undertaken in 1992-93. In addition, electrification of Bandel-Katwa section was also proposed to be taken in the current year. Accordingly, in the statement made in the House on 5th May, 1992, it was stated that for making an immediate start to these works, each of which constitutes a new service, money was being withdrawn from the Contingency Fund of India and that the money so withdrawn will be recouped through the Supplementary Demands for Grants.

[Shri C. K. Jaffer Sharief]

Purulia-Kotshila is a 33 km. narrow gauge line linking Chandid-Adra and Muri Gomoh broad gauge lines. The conversion of this section will provide operational flexibility and generate adequate capacity for handling broad gauge traffic. Kotkapura-Fazilka section is the only metre gauge line in the State of Punjab connecting border town of Fazilka with Bhatinda via. Kotkapura. Conversion of this line will provide a shorter route from the Cantonment town of Bhatinda to Fazilka on the broad gauge by 55 kms. apart from avoiding transshipments. Conversion of Madras-Trichy section will meet the longstanding aspiration of the people of Tamil Nadu and quicken the development of South Tamil Nadu. Bandel-Katwa section is predominantly a sub-urban section and it has been decided in consultation with the Planning Commission to undertake electrification of this section.

The cost of the works included in the Supplementary Demand are estimated at Rs. 30 crores for gauge conversions of Kotkapura-Fazilka section (80 kms.), Rs. 200 crores for Madras-Tiruchchirap-palli section (337 kms.) and Rs. 20 crores for Purulia-Kotshila section (35 kms.) and Rs. 45.5 crores for electrification of Bandel-Katwa section (104 kms.) For commencement of these works, advances of Rs. 20 lakhs, Rs. 50 lakhs, Rs. 50 lakhs and Rs. 10 lakhs respectively were obtained from the Contingency Fund of India. For recoupment of the Fund, a token supplementary grant of Rs. 1 lakh for each of the four works, that is, Rs. 4 lakhs in all, is sought. The balance amount for recoupment of the Contingency Fund can be found by reappropriation within the grant.

Madam, the Railways have framed an Action Plan covering about 11,000 kms, for gauge conversion. This Action Plan has been drawn up on the basis of operational and strategic priorities and covers projects in most parts of the country. Madam, at the time of presentation of the Budget, I had mentioned that 1200 kms. will be converted in the first year of the Eighth Plan. At

that time keeping in view the past performance of the Railways, many doubts were expressed whether the Railways would be able to do gauge conversion on such a massive scale. Then during the course of the discussion today, some Members have expressed their fears and doubts. I have evaluated the progress made so far and I can now say with confidence that the Railway will definitely achieve this challenging task of the gauge conversion of 1200 kms. in the first year of the Eighth Plan.

As the House is aware, the budgetary support to the Railways from General Revenues has been declining. It has come down from 75 per cent in the Fifth Plan, to 58 per cent in the Sixth Plan, to 42 per cent in the Seventh Plan and to 19.8 per cent in the Eighth Plan. If the first year of the Eighth Plan, i.e. 1992-93 is excluded, the budgetary support for the next four years will be only 16 per cent. At the same time, market borrowings have to be kept within limits as it is an expensive mode of raising finance. The Railways have, therefore, no option but to function on a self-sustaining basis and to generate more and more of internal resources. With the reduced budgetary support, it will not be possible for the Railways to meet their entire capital expenditure. The Railways are accordingly contemplating creation of a Capital Fund which will be credited with the internally generated resources after meeting the requirements of Depreciation Reserve Fund and Pension Fund. This Capital Fund will be used to meet part of the capital expenditure.

During 1988-89, excess expenditure to the tune of Rs. 104.45 crores (Voted) occurred under Grant Nos. 10, 13 and 16. In addition, excess expenditure of Rs. 51.94 lakhs occurred under Charge Appropriation under Grant Nos. 3, 4, 7, 9 and 11. Out of the excess of Rs. 104.45 crores, the excess in Demand No. 13 dealing with Provident Fund, Pension and other retirement benefits in Rs. 93.3 crores. The Railways are taking steps to ensure that the Budget projections are made more realistically and variations of this magnitude do not

recur The position has in fact, improved in 1989-90 when the excess under this Demand was only Rs. 2.47 crores and in 1990-91 when the excess was only Rs. 19.06 crores.

The excess in expenditure during 1988-89 has been scrutinised by the Public Accounts Committee who have recommended its regularisation in their 19th

Report presented to the Lok Sabha on 29.4.1992.

Daring the course of discussion, some of the friends who spoke mentioned a few things. Shri Hanumanthappa wanted to know why we approached Parliament so late for regularisation of the excess. We can approach for regularisation of the excess only after the PAC Report is received. The Report of the PAC recommending regularisation of the excess expenditure of 1988-89 was pre-sented in the Lok Sabha and laid in the Rajya Sabha on 29.4.1992. Accordingly, we have now approached Parliament for regularisation of the excess.

In my Budget speech, I had mentioned about "Own Your Wagon" scheme and that it would soon come to supplement the wagon fleet of the Railways which are facing financial constraints. I am happy to inform this House that the Railways are now ready with the scheme and the captains of industry, trade and commerce are invited to participate in this venture. The scheme envisages purchase of wagons by the rail users either directly from the wagon builders or through the Indian Railways. The general purpose wagons will be merged with the Railways fleet and these wagons will be maintained by the Indian Railways. The Railways will not only pay the appropriate lease to adjust to the owners of the private wagons but also ensure guaranteed supply of the wagons up to specified number to the concerned rail users. Some Members spoke about Mhow-Shahgunj railway line. About Mhow - Shahgunj railway line conversion I am glad to inform them that this has been included to the Action Plan for gauge conversion. Allahabad-Varanasi is included in the Bud-

get. Work has already started on the project and efforts are being made to complete it in 1992-1993. Some other Members spoke about ekotejic locomotives. Yesterday in my reply to the debate on Supplementary Demands in the other House, I made it very clear that I shared the views of Members on the subject. I have also said that any Member¹ of Parliament can walk into our office and look into the records. There is nothing that we want to hide. One Member said that the media has written something and the people are discussing about it in the streets. I may humbly submit here that I spoke to the editor of the newspaper itself which wrote, inviting him and saying that he could come and have a look at the files. I waited for two or three hours or more. He did not turn up. But the paper chose to write on which I do not want to comment. All that I would like to submit is that if we talk of modernization, is not something on which I have taken a decision. The Planning Commission has discussed it long before and various committees have discussed this before and whatever procedure has been laid down is being followed completely. It is scrutinized by the Railways, it is scrutinized by the Finance (and it is scrutinized by the funding agencies, about which a debate has already taken place in this House. As I said, there is nothing which I would like to hide. You are free, you can come, you can go into all that, you can see for yourselves, and you can satisfy yourselves. It is not any private affair. It is the money which belongs to the exchequer, which belongs to the people. The money in this particular case, is being funded by a funding agency, which is the Asian Development Bank. It is not our Bank and the Bank observes all the formalities and the Finance Ministry, which goes into all the details before giving the clearance, has gone into the whole issue and then only we have done this. All that I would like to submit is that the Government, as we have already said, is an open Government and, therefore, we have decided, the Ministry of Railways, to constitute three Sub-Groups from

[Shri C. K. Jaffer Sharief]

among the Members of the Consultative Committee of Members of Parliament attached to the Ministry of Railways. Each of the Sub-Groups will study two of the following aspects and will give its suggestions:

Financial prospects of Indian Railways;

Disposal of scraps, about which also people have said something. They have said that there is some *mala-fide* intention. There is nothing like that. The Members can associate themselves, can go into this and offer suggestions.

Commercial exploitation of the Rail-have said something. The Members have said something. The Members can go into that and make their suggestions.

Gauge conversion and expansion of railway network. With regard to this also, the Members can go into this because there is a fear that there is a partisan attitude and some opinions have been expressed in the House.

Opinions have been expressed about rolling stock planning, availability, capacity generation, passenger service improvements, rationalisation of train stoppage, etc.

Madam, in a democracy, the more we debate, the more the Members are vigilant, the more we can serve the people. It is in this spirit and background that we have sought the co-operation, of the Members. We want them to involve themselves, we want them to know, we want them to understand, we want them to appreciate and want them to guide and help us. It is not that we as Ministers can do everything. The administration has to understand the hopes and aspirations of the people and the representatives of the people will have to understand the limitations and the (problems that the administration face.

It is mutual appreciation. Then only we can march together. It is in this spirit and background only, Madam, that we would like to seek the co-operation of all.

SHRI S. VIDUTHALAI VIRUMBI:
I mentioned about the Virudunagar matter.

SHRI C. K. JAFFER SHARIEF: Yes, you mentioned about Virudunagar. We will look into that.

SHRI S. VIDUTHALAI VIRUMBI:
Thank you very much.

SHRI SUKOMAL SEN: What about the dismissed employees? ... (*Interruptions*)... What about the dismissed employees? You have not said anything about that... (*Interruptions*)...

श्री मोहम्मद अफजल उर्फ मौम अफजल :
15 प्वाइंट प्रोग्राम के बारे में मैंने कहा था ।

حضری عمر افضل عرف م. افضل ۱۵ پوائنٹ
پروگرام کے بارے میں میں نے کہا تھا۔

SHRI C. K. JAFFER SHARIEF:
Madam, about the 15-point programme that he referred to, we have not departed from the policy. You will be glad to know that the Railway Ministry has taken the lead, not now, but even in the eighties.

In Cvary Recruitment Committee, there will be a representative of the Minorities and the Scheduled Castes who would be associated with the recruitment. Directions have already gone to all the Zonal Railways and the others.

AN HON. MEMBER: Women also.

SHRI C. K. JAFFER SHARIEF: Yes, yes. When we mention about selection, women are more competent than man. A woman is guiding here, sitting there.

†Transliteration in, Arabic Script.

THE DEPUTY CHAIRMAN: Thank you, very much,

SHRI C. K. JAFFER SHARIEF: I would not request the House...

SHRI SUKOMAL SEN: What about dismissed employees?

SHRI C. K. JAFFER SHARIEF: to return both the Bill's.

SHRI SUKOMAL SEN: Why are you silent on that?

THE DEPUTY CHAIRMAN: I shall first put the motion regarding consideration of the Appropriation (Railways) No. 3 Bill to vote.

The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1992-93 for the purposes, of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

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

"That the Bill be returned." *The question was proposed.*

SHRI SATYA PRAKASH MALAVIYA: Madam, I was under the impression that both the Railway Ministers, Mr. Jaffer Sharief and Mr. Mallikarjun, are very generous. But my personal experience is going to be otherwise. Why I say so is because a former Railway Minister, Mr. Janeshwar Mishra, laid the

foundation-stone of a Rail Yatri Niwas at Allahabad, but now the Government has informed me that in view of the resources crunch, the work has been dropped. Allahabad is a very important place. Every 12 years, there is a Kumbh Mela. That is the biggest mela of the world. Every six years, there is an Ardh-Kumbh Mela, and every year there is a Magi mela. Besides, the city produced several Congress Presidents during the freedom struggle, and five Prime Ministers. And the foundation-stone was laid by the Railway Minister. Please see to it that the work goes ahead. Do not drop the idea. Secondly, you have not replied about the progress of the Chitauri-Bagah bridge.

SHRI C. K. JAFFER SHARIEF: Madam, about the Chitauri-Bagah bridge, the Railway Ministry is very keen. Even we have awarded the contract. The problem is with the Governments of Uttar Pradesh and Bihar. They have not been able to give their equity fund. That is the problem that is coming. I would like the Member to exert pressure on these two State Governments so that the work can proceed.

On the question of Yatri Niwas in Allahabad, we have more sentimental respect to the place of Allahabad. It is not only a very well-known pilgrimage centre of our Indian people, but at the same time it is from there the whole freedom struggle got inspiration.

SHRI SATYA PRAKASH MALAVIYA: Right from 1857.

SHRI C. K. JAFFER SHARIEF: We know that. We do not forget that. What is exercising our mind is whether we should go in for investment in all the important places where the other infrastructure is available or we should think of investment in areas where really the railway development work is required. It is in this background, we thought that in Delhi, if there is a Yatri Niwas, people can come and stay and attend to their work. So, we have constructed a Yatri

Niwas. Similarly, in the case of Calcutta

[Shri C. K. Jaffer Sharief]

also. Yesterday also, during the discussion on the catering services, we were mentioning the same thing. The Railway's responsibility is to carry freight and passenger, and take care of the passengers when they are in the train so that they should be able to take the train at the originating place and terminate their journey when they reach their 6 P.M. destination. The point is, there are areas where we have not been able to give that much attention, for example, where we need more offices, where we need more boggies, where we need more railway engines, more trains and more platforms. Now whether there is any justification to take up other projects is the question to be considered. But still, we will look into that.

SHRI SATYA PRAKASH MALAVIYA: There was a reply to the question raised on 5th August, and the question was, whether it is a fact that the former Railway Minister laid the foundation stone of the Rail Yatri Nivas, etc. and the Railway Minister replied: Yes, Sir. And now you say that in view of the resource constraint, the work has been dropped. Suppose you go in for a part-ciriar project and it is dropped by a subsequent Minister. How will you feel about it?

SHRI C. K. JAFFER SHARIEF: I respect what you say. The resource constraint is there and the budgetary support is dwindling. But I will look into that again. This is what I have to submit.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE DEPUTY CHAIRMAN: I shall now put (he Appropriation (Railways) No. 4 Bill, 1992 to vote. (The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1989 in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

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

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

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

SHRI C. K. JAFFER SHARIEF: I move:

"That the Bill be returned."

The question was put and the motion was adopted.

ALLOCATION OF TIME FOR DISPOSAL OF GOVERNMENT LEGISLATIVE BUSINESS.

THE DEPUTY CHAIRMAN: I have to announce the Business and then, we would take up half-an-hour discussion.

I have to inform the Members that the Business Advisory Committee at its meeting held today, the 12th August, 1992,