

the terrorists in pay:him Vihar, Delhi on 11-8-1992.

The Delhi Police has reported that following interrogation of one of the three terrorists arrested after an encounter with Delhi Police in the area of P.S. Paschim Vihar on 31.7.1992, It came to light that they were only a part of a terrorist outfit based in Delhi which was planning terrorist strikes in the city. The arrested terrorist, Vijay Pal Singh, also disclosed that the gang had a Mack Yamaha motor cycle. However, he only remembered the first half of the registration number. A special team of the Operation Ceil of Delhi Police made through and persevering enquiries which led to the tracing of the motor cycle. It was parked near DDA flat No. 396 Pocket GH-8 Paschim Vihar. The police team took positions at strategic points and while the survey was still on, one of the terrorists came down and suspecting that he was being watched, fired on the police party. He was chased by one of the Inspectors of the Operation Cell for almost a kilometer but he succeeded in escaping.

The Operation Cell team led by a senior officer then tried to raid flat No. 396 at about 7.30 a.m. when a burst fired from within the flat injured Ct. Yashbir Singh and Ct. Jaswant Singh who were immediately removed to Deen Dayal Upadhyay Hospital. Ct. Yashbir Singh had to be removed to All India Institute of Medical Sciences as his condition deteriorated.

Undeterred by this, the police team stormed into the flat after breaking open the front door. In the encounter that ensued, 2 terrorists, one of whom was a lady, were killed. From the search of the premises, one AK 56 Assault rifle, 351 live rounds, 36 empty cartridges and four magazines were recovered. Combining operations in the nearby colonies are continuing to locate the terrorist whom managed to escape. Further investigation is in process.

the Delhi Police have reported that with the arrest of Vijay Pal Singh, they have been able to work out the following cases;—

- (i) Bomb blast On 22-12-91 in Sunday Market behind Red Fort in which 4 persons were killed and 44 were injured.
- (ii) Bomb blast which took place in a DTC bus on 29-1-92 in Tilmar Pur area in which 1 person was killed and 31 injured.
- (iii) Case in which a powerful bomb was recovered in Karol Bagh area on 30.12.91.
- (iv) Murder of a Sarpanch in Nihal Vihar, Nangloi.

I would like to assure this House that the Government is determined to curb terrorism and to provide full protection and security to our citizens.

Thank you.

THE VICE-CHAIRMAN (SHRI M.A. BABY): Now, we will continue with the Appropriation Bills. The clarifications on these statements will be taken up on Monday.

SHRI SATYA PRAKASH MALAVIYA (Uttar Pradesh): On both the statements?

THE VICE-CHAIRMAN (SHRI M.A. BABY): Yes.

#### **THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1992 and**

#### **THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1992**

SHRI VTZOL (Nagaland): Mr. Vice-Chairman, Sir, regarding the Bills to provide for authorisation of appropriation of money out of the Consolidated Fund of India for the purposes of Railways. I would like to say a few words and highlight a few points, confining myself to the Railways in the north-eastern region

Sir, as you are aware, Assam came under the British India rule only in the first quarter of the 19th Century. Assam was then reeling under Burmese occupation. The British India Government came and they concluded a treaty with the Burmese King of Ara. According to the treaty, Assam was taken over by the British India. Well, immediately after Assam was taken over by the Colonialists, the Colonial Government started intensive exploitation in the north-eastern region and they discovered a lot of potential in the area.

THE VICE-CHAIRMAN (SHRI M. A. BABY): We have a very limited time. So, please be very brief.

SHRI VIZOL: They found huge deposits of oil and coal, rich forests and plenty of fertile land, most suitable for tea cultivation, in Assam. After discovering all these, the British India started the construction of roads and the laying of rails in Assam, extending to Tinsukia which became the terminal of Railways in the north-eastern region. After the laying of railway lines was completed in the north-eastern part of Assam, exploitation of minerals and forests started; mining of coal and extraction of oil started in Digboi. They set up a refinery there which was the first ever refinery in Asia. After these things started, we find that the Railways has been the largest force of movement of both hardware and software, especially in the movement of goods.

(The Deputy Chairman In the Chair)

To cater to the needs of the people in the North-Eastern region. It is also one of the major source of revenue to the Railways as well as major sources of

employment for the people. Now, as you are aware, the railway line smarting from Guwahati to Tinsukhia, also serves the whole of Assam, Arunachal Pradesh, Nagaland and Manipur. But at the same time, you are also aware that the condition of this railway line, which was laid by the Britishers about a century back, still remains the same. Its condition is worsening day by day and no improvement is being made. This was the condition when the Sino-India conflict started in the year 1962. I need not mention this fact. We are all aware why the debacle of 1962 took place which brought humiliation to this country. It was because of the miserable condition of the communication system when our defence forces were brought to Assam. From Assam, a small train, which moves at a snail's pace, could not bring the required material and the defence personnel to take their position in the border areas in time to face the enemy. Because of this difficulty, we have had to suffer humiliation. The same condition still continues. No improvement has been made. The same type of railway engines and the same type of bogies are still being used and the condition of the railway station is also miserable. I do not know whether any improvement is going to be made or not. We talk about the Rajdhani Express, this Express and that Express, in other parts of the country, but the people in the North-Eastern region are suffering because of the poor railway network which is so essential for the movement of men and material. Well, I am very happy that the Prime Minister is here. During his last visit to Guwahati where he had gone to address the Congress Constitution Centenary this year, some time later

May, had assured the people of Assam that a part of this railway line—the N'dnh-Eastern Railway—from Guwahati to Lumding will be converted into a broad gauge, I do not know how long will it take to complete this conversion. But I want to know from the Government whether the work of conversion has started. If not, how soon will it be started?

With these words, I conclude.

THE DEPUTY CHAIRMAN: The Prime Minister has to make a statement at 5.30 p.m. Mr. Afzal, will you be able to complete within seven minutes?

SHRI MOHAMMED AFZAL alias MEEM AFZAL- Madam, I will complete my speech within two or three minutes.

महोदया, इसमें जैसे तो बहुत सारी बातें हैं लेकिन मैं उनको रिपोर्ट नहीं करूंगा। मैडम, जो बिल आया है हम उसको सपोर्ट करते हैं और वैसे तो बहुत सारी बातें लिखी हुई हैं लेकिन मैं एक-दो बातों पर स्टिक करूंगा। जो मीटर गेज को हटाकर ब्राड गेज करने का ऐलान आपने कई बार किया है, उसमें अब तक क्या हुआ है, यह बताने की कृपा करें, मंत्री जी जब जवाब दें और मेरी सज्जीज है कि मीटर गेज को अब उखाड़ा जाय तो वह ट्रैक में चला जाता है लेकिन हमारे यहां बहुत सारे ऐसे रिमोट एरियाज हैं जहां अभी तक रेल सेवा शुभ नहीं हुई है। वही वह नार्थ-ईस्ट हो या आंध्रम की तरफ हो। तो वहां पर उसको लगाने तो उससे

हमारा खर्च भी बचेगा और उससे फायदा भी उठाया जा सकता है।

दूसरे, ये ब्राड गेज लाइनेशन जो बढ़ रहा है, मेरा खयाल है कि गैर मुनाफिब है और ये तो हो सकता है कि इसमें प्रॉफिट रेलवे का बढ़ जाय लेकिन एकाउंटेबिलिटी कम से कम हो रही है। अगर जाफर शरीफ भाइयों मिनिस्टर है और आपकी सरकार को रेल चयनी है तो बरोसा प्रोग्राम को तो होता है। अब पता लगे कि जो ड्राइवर हैं वह तो आपका है लेकिन पहिले घाटा-बिरला के हैं तो इससे बहुत सी खराबियां पैदा हो सकती हैं।

वैपन की जो हमारी इंडस्ट्री है उसको भी कुछ लगता है खतरा। ये सुनने में आता है कि वैपन अब बाहर से मंगाये जा रहे हैं या मंगाने का ऐसा कोई प्रपोजल हैं। तो इस पर भी मैं चाहता हूं कि इन चीजों को एनफोर्स न किया जाय।

आखिर में मैं एक बात कहूंगा। चूंकि वजीरे आजम साहब यहां बैठे हुये हैं तो मैं खास तौर पर यह कहना चाहूंगा कि मिसेज इंदिरा गांधी ने अकलियतों के ताल्लुक से 15 नुकाली प्रोग्राम का ऐलान किया और उसके बाद हर हुकूमत ने उस 15 नुकाली प्रोग्राम को बाकायदा स्टेटस को खाना किया और हर बार उसको गार्डलाइम भेजते हैं। उस पर कितना काम हो रहा है, यह मैं जानना चाहता हूं। चूंकि आपकी मिनिस्ट्री से उसका ताल्लुक है और आप अकलियतों में खास मकबूलतरीन लीडर है, इसलिये मैं जानना चाहता हूं कि अकलियतों के ताल्लुक से जो 15 प्वाइंट प्रोग्राम है, क्या रेलवे मिनिस्ट्री भी उसका कुछ खयाल रखती है अपने यहां काम करते बतल ? बहुत-बहुत शुक्रिया।

شری محمد افضل عرف م۔ افضل اتر پردیش؛  
 ہودیہ اس میں ویسے تو بہت ساری باتیں  
 ہیں۔ لیکن میں ان کو ریپٹ نہیں کروں گا۔  
 میڈم۔ جو بل آیا ہے ہم اس کو سپورٹ کرتے ہیں  
 اور ویسے تو بہت ساری باتیں لکھی ہوئی ہیں۔  
 لیکن میں ایک دو باتوں پر اسٹک کروں گا۔  
 جو میٹرنگ کو ہٹا کر ریڈنگ کرنے کا اعلان  
 آپ نے کئی بار کیا ہے۔ اس میں اب تک کیا  
 ہوا ہے۔ یہ بتانے کی کراہوں۔ منسٹری چیف  
 جواب دیں اور میری تجویز ہے کہ میٹرنگ کو چھ  
 اکھڑا جائے تو وہ اسکیپ میں چلا جاتا ہے۔  
 لیکن ہمارے یہاں بہت سارے ایسے  
 ریسورس ایریا میں جہاں ابھی تک ریل سیوا  
 شروع نہیں ہوئی ہے۔ جہاں وہ ناٹھو ایسٹ  
 ہو یا آسام کی طرف ہو۔ تو وہاں پر اس کو لگائیں  
 تو اس سے بہت زیادہ خرچ بھی بچے گا۔ اور اس سے  
 فائدہ بھی اٹھایا جاسکتا ہے۔

دوسرے۔ یہ پرائیویٹائزیشن جو بڑھ رہا  
 ہے۔ میرا خیال ہے کہ غیر مناسب ہے۔ اور  
 یہ تو ہو سکتا ہے کہ اس سے پرائیویٹ ریلوے  
 کا بڑھ جانے لیکن ایک اوٹسٹیٹی کم سے کم  
 ہو رہی ہے۔ اگر جعفر شریف صاحب منسٹر ہیں  
 اور آپ کی سرکار کی ریل چلتی ہے تو بھر دس  
 عزم کو تو ہوتا ہے۔ اب پتہ لگے کہ جو ڈرائیور  
 ہے وہ تو آپ کا ہے لیکن پھیلا مارا برا لگے

ہیں تو اس سے بہت سی خرابیاں پیدا ہو سکتی ہیں۔  
 دینگن کی جو ہملہ انڈسٹری ہے۔ اس کو  
 بھی کچھ لگتا ہے خطرہ۔ یہ سننے میں آیا ہے کہ  
 دینگن اب باہر سے منگائے جا رہے ہیں۔ یا  
 منگائے کا ایسا کوئی پروجیکٹ ہے۔ تو اس پر  
 بھی میں چاہتا ہوں کہ ان چیزوں کو اینکریج  
 نہ کیا جائے۔

آخر میں میں ایک بات کہوں گا۔ چونکہ  
 وزیراعظم صاحب یہاں بیٹھے ہوئے ہیں۔ تو  
 میں خاص طور پر یہ بات کہنا چاہتا ہوں کہ  
 منسٹر انڈرا گاندھی نے اقلیتوں کے تعلق سے  
 پندرہ نکاتی پروگرام کا اعلان کیا اور اس کے  
 بعد ہر حکومت نے اس پندرہ نکاتی پروگرام  
 کو باقاعدہ اسٹیشن کو روانہ کیا اور ہر بار  
 اس کو گائیڈ لائنس بھیجتے ہیں۔ اس پر کتنا  
 کام ہو رہا ہے۔ یہ میں جانتا چاہتا ہوں۔  
 چونکہ آپ کی منسٹری سے اس کا تعلق ہے اور  
 آپ اقلیتوں کے معاملے میں مقبول ترین لیڈر  
 ہیں۔ اس لیے میں جانتا چاہتا ہوں کہ اقلیتوں  
 کے تعلق سے جو پندرہ پوائنٹ پروگرام ہے  
 کیا ریلوے منسٹری بھی اس کا کچھ خیال رکھتی  
 ہے۔ اپنے یہاں کام کرتے وقت۔ بہت  
 بہت شکریہ۔

THE DEPUTY CHAIRMAN; Mr. Prime Minister, would you like to make your statement earlier?

THE PRIME MINISTER (SHRI P. V. NARASIMHA RAO): Yes.

THE DEPUTY CHAIRMAN; Then we can ask the Railway Minister to give his reply... *(Interruption)*... No clarifications on such a good statement.

SHRI SATYA PRAKASH MALAVIYA: Madam, I am making a point for your consideration. Some Members had given their names.

THE DEPUTY CHAIRMAN; For what?

SHRI SATYA PRAKASH MALAVIYA; Several Members had given their names for clarifications when it was announced that the Prime Minister would make a statement at 5.30 P.M. They will be deprived of seeking clarifications.

THE DEPUTY CHAIRMAN; They will be deprived. Yes, they will be deprived. Now what do you suggest?

SHRI SATYA PRAKASH MALAVIYA: Let the Railway Minister reply and the Prime Minister can start at 5.30 P.M.

*(Interruptions)*

SHRIMATI JAYANTHI NATARAJAN; Madam, let me suggest...

SHRI P. V. NARASIMHA RAO; Madam, we can spend three minutes in deciding this... *(Interruptions)*. ..

SHRI SATYA PRAKASH MALAVIYA; Let the Railway Minister reply and the Prime Minister can start. at 5.30 P.M.

THE DEPUTY CHAIRMAN; Railway Minister can't reply in five-six minutes... *(Interruptions)*. ..

SHRI SATYA PRAKASH MALAVIYA; In the meanwhile there are two statements.

THE DEPUTY CHAIRMAN; We had never minded.

प्राईम मिनिस्टर साहिब, आप बीलिए जो आएंगे उनको बुलवा देंगे।

श्री सत्य प्रकाश मलवीय : हां, जो आएंगे, उनको बुलवा दीजिए।

SHRIMATI JAYANTHI NATARAJAN; Let me suggest- Madam, when anybody comes, you can ask him.

THE DEPUTY CHAIRMAN; Yes, I said, "When anybody comes, we can ask him." In fact, on such a good statement there should be no clarifications. There shou'd be only support-

#### STATEMENT BY PRIME MJNBTEK

##### Enhancement in the pension of freedom fighters

THE PRIME MINISTER (SHRI P. V. NARASIMHA RAO); Madam, freedom fighters under the Swatantrata Sainik Samnan Pension Scheme are, at present, getting a pension of Rs. 750/- per month Ex-Andaman and Nicobar Islands freedom fighters receive a pension of Rs. 1000/- per month. In addition to this pension, freedom fighters are also eligible for certain other facilities including Railway passes and free medical facilities. And recently, the Minister for Communications has announced certain telephone facilities also, if I may add.

In this Golden Year of the Quit India Movement, the Government have decided to increase the monthly pension of freedom fighters by two hundred and fifty rupees. This would mean;

- (a) In the case of freedom fighters under the Swatantrata Sainik Samnan Pension Scheme from Rs. 750/- to Rs. 1000/- per month.
- (b) In the case of Ex-Andaman and Nicobar Islands freedom fighters, from Rs. 1000/- to Rs. 1250/- per month.
- (c) In the case of widows of freedom fighters (in both categories) from Rs. 750/- to Rs. 1000/- per month.