

# LOK SABHA

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## SYNOPSIS OF DEBATES (Proceedings other than Questions & Answers)

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Monday, March 11, 2013 / Phalguna 20, 1934 (Saka)

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### OBITUARY REFERENCE

**MADAM SPEAKER:** Hon. Members, it is with great sense of anguish and shock that we have learnt of the untimely demise of Mr. Hugo Chavez, President of Venezuela on the 5<sup>th</sup> March, 2013.

Mr. Hugo Chavez was a popular and charismatic leader of Venezuela who always strived for uplifting the underprivileged masses. We cherish our close relationship with Venezuela which was greatly strengthened under the leadership of President Chavez. We deeply mourn the loss of Mr. Hugo Chavez and I am sure the House would join me in conveying our condolences to the bereaved family and the people of Venezuela and in wishing them strength to bear this irreparable loss. We stand by the people of Venezuela in their hour of grief.

*The Members then stood in silence for a short while.*

**\*MATTERS UNDER RULE 377**

- (i) **SHRI ANTO ANTONY** laid a statement regarding need to check smuggling of cardamom from neighbouring countries.
- (ii) **SHRI M. KRISHNASSWAMY** laid a statement regarding construction of bridge or underpass on NH-45 at Kootterapattu village under Arani Parliamentary constituency in Tamil Nadu.
- (iii) **SHRI RATAN SINGH** laid a statement regarding need to set up Breeding Centre for Siberian Cranes in Keoladeo National Park in Bharatpur, Rajasthan.
- (iv) **SHRI P.T. THOMAS** laid a statement regarding need to enhance the amount of pension of plantation labourers in the country.
- (v) **SHRI P. VISWANATHAN** laid a statement regarding need to set up a Multi Speciality Hospital at Kalpakkam in Tamil Nadu to treat diseases caused by nuclear radiation.
- (vi) **SHRI K.P. DHANAPALAN** laid a statement regarding need to expedite completion of Angamaly-Sabari rail project in Kerala and ensure payment of compensation to the owners of land acquired for said project.
- (vii) **SHRIMATI BOTCHA JHANSI LAKSHMI** laid a statement regarding need to set up an Ex-servicemen Contributory Health Scheme poly-clinic at Vizianagaram town in Andhra Pradesh.

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\* Laid on the Table as directed by the Speaker.

- (viii) **SHRI VIRENDRA KUMAR** laid a statement regarding need to convert National Highway between Jhansi and Chhattarpur into four lane express highway.
- (ix) **SHRIMATI DARSHANA JARDOSH** laid a statement regarding need to check the incidents of infiltration on Indo-Bangladesh border.
- (x) **SHRI KIRTI AZAD** laid a statement regarding need to provide loans at concessional rate of interest for modernization and development of sugar mills in Bihar.
- (xi) **SHRI R.K. SINGH PATEL** laid a statement regarding need to enhance the Minimum Support Price and adequate storage facility for wheat in the country.
- (xii) **SHRI ASHOK KUMAR RAWAT** laid a statement regarding need to develop Balamau Railway Station in Misrikh Parliamentary Constituency in Uttar Pradesh.
- (xiii) **SHRI PURNMASI RAM** laid a statement regarding need to convert railway line from Chhapra to Thave via Masrakh-Gopalganj in Bihar into broad-gauge and augment railway services in Gopalganj Parliamentary Constituency.
- (xiv) **SHRI SUVENDU ADHIKARI** laid a statement regarding setting up an educational institute of logistics management in Tamluk parliamentary constituency, West Bengal.

- (xv) **SHRI D. VENUGOPAL** laid a statement regarding need to formulate a comprehensive policy for welfare of the aged persons in the country.
- (xvi) **SHRI NAMA NAGESWARA RAO** laid a statement regarding adequate supply of power in Andhra Pradesh.
- (xvii) **SHRI JAGDANAND SINGH** laid a statement regarding need to ensure adequate payment of compensation to land oustees whose lands are being acquired for setting up of a thermal power station in Bausi block of Banka district in Bihar.
- (xviii) **SHRIMATI PUTUL KUMARI** laid a statement regarding need to include people belonging to Peradha community living in Bihar in the list of Scheduled Castes.

**SEXUAL HARASSMENT OF WOMEN AT WORKPLACE (PREVENTION,  
PROHIBITION AND REDRESSAL) BILL, 2012**

**THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPEMNT (SHRIMATI KRISHNA TIRATH)** moving the motion said that the amendments made by Rajya Sabha in the Bill to provide protection against sexual harassment of women at workplace and for the prevention and redressal of complaints of sexual harassment and for matters connected therewith or incidental thereto, be taken into consideration.

*Motion was adopted and the amendments were agreed to.*

## **SUBMISSION BY MEMBERS**

*Re: Reported drying up and pollution in River Yamuna*

### **THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRIMATI JAYANTHI NATARAJAN)**

responding to the issue raised by several hon. Members said: I want to assure the House that the UPA Government takes this issue extremely seriously. We are aware of the pollution issues of the River Yamuna. I would only point out that the effort to clean the River Ganga and also the River Yamuna was started by the then Prime Minister Shri Rajiv Gandhi and after those efforts, the efforts have borne fruit to this extent that the water level would have been much worse had those efforts not been taken up. I totally agree with hon. member that today the 22 drains fall in the Yamuna, as it passes through Delhi, has made it a drain. There is no water. Today, water is an issue. First, the river has to flow and the water has to be released. The hon. Member talked about the release from the Hathni Kund Barrage. This is a political issue where the entire House has to take a call. It is a political issue because water is taken by every State for agriculture. About 90 per cent of the water is used for agriculture. The only way the river can be cleaned is if the water flows. If there is no water flow, it cannot be cleaned because there is no dissolution, it does not dissolve. Regarding the pollution, I want to say as a matter of pride for this Government, during the Kumbh Mela we took short-term and medium-term measures to ensure that during the Kumbh the water was clean. And in the same way we will see that there are short-term measures which are

employed. We are looking at new and innovative measures like bioremediation and interceptors. The problem is, all the money that hon. member referred to has been spent by the Central Government in setting up sewage treatment plants but the sewage treatment plants do not work because the State Governments and the urban local bodies have not connected their sewers to the sewage treatment plants. Therefore, we need to look at new and innovative ways. We have to ensure that the sewage treatment plants work at full capacity. We have to also ensure that there is bioremediation and that treated water is not sent back into the dirty drain. All these are being submitted before the Supreme Court today. The Government has taken this up very seriously and we will ensure that we do everything in our power to make sure that the Yamuna is clean.

**THE BUDGET (RAILWAYS) – 2013-14 –GENERAL DISCUSSION –Contd.**

**DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) – 2013-14**

**SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) – 2012-13**

**AND**

**DEMANDS FOR EXCESS GRANTS (RAILWAYS) – 2010-11**

**SHRI LALIT MOHAN SUKLABAIDYA** continuing said: I am happy that all the States of North East will soon be coming on the railway map, but at the same time, I express my deep concern because various projects of the North East are either stalled or inordinately delayed. Dullabcharra to Charagi railway extension work was taken up and survey was completed some years back, but after

that, no work was done. This time also, we have got a line – Patharkandi to Kanmum. I request the Government to see that these two are taken up in this Budget itself. Karimganj-Bangladesh link be resumed. I would request the Minister of Railways to visit the site of Lunding-Silchar railway line and take up the matter of its gauge conversion without delay. I would also request the actions be taken for the completion of Bogibeel project. Assurances like multinational complexes at Guwahati, Silchar and Dibrugarh, diagnostic centre at several stations be fulfilled. I would request the hon. Minister to start construction of this wagon factory at Guwahati. Silchar station be renamed as Basha Sahid station. Though many stations have been converted into model stations and have been given a face-lift, yet there are many stations which require upgradation. I would request the Government to fulfill the need of the passengers by providing all basic amenities required by them during journey. Lower category staff be recruited area wise.

**SHRI P. KARUNAKARAN:** Before presenting the Railway Budget Railway has already raised the freight charges as well as the passenger charges. In this Budget also Railway raised the freight charges. This is really a burden on the Railway passengers and common people. So new charges have to be withdrawn. Railway has taken the decision of private participation in almost all the projects either in the construction of lines or in the construction of new railway stations or new coach factories. Railway is the largest public undertaking in our country. It is really the symbol of national integration. The success of the Railway is due to

the participation of the people and the cooperation of lakhs of workers. But now-a-days Government has taken new liberal policy as a result large number of workers are denied employment. There were about 17 lakhs workers earlier but now it is declined to 13 lakhs. It adversely affects the security and protection of Railway. So these changes in the policy have to be reviewed. We witnessed number of accidents now-a-days in railway. More RPF persons have to be deputed. Railway should consult with the State Government also with regard to protective measures that has to be taken.

Kerala is neglected in this Railway Budget badly. More funds should be allocated for the Palakkad Coach Factory and Allapuzha Wagon Factory and the time bound road maps should be drawn to complete the project. Number of surveys have already included in the earlier budget. But most of them are not completed. I would request to speed up the survey as early as possible. There is a mistake on the part of the railway officers that a new line Kaniyoor-Kotikulam is included. There is no need of such line because this Kanhangad-Panahoor-Kanniyoor line is in progress. It is sad to say that new trains are very less and no important trains are included. Since Kasaragod is the last end of the State a stoppage to Rajdhani should be given to Kasaragod. Though number of stations are declared as Adarsh stations but no new projects or facilities are provided. So I request you to atleast allot one crore rupee for such station.

**SHRIMATI SUMITRA MAHAJAN:** The primary responsibility of the Government is to improve the life of economically weak persons. In the context of



Railways the condition of Madhya Pradesh is similar. In the matter of rail density the situation of Madhya Pradesh is very bad and special efforts are needed to improve the situation of not only Madhya Pradesh but also of other similar States. If we review the Rail Budget we see that no concrete efforts have been made to improve the financial condition of railways and only through increasing the passenger fare and freight charges resources are being mobilized which is not a good sign. Effort should be made to start new projects like dedicated freight corridor and selection of alternate routes instead of constructing new third railway line and starting of Bullet trains. In place of increasing the speed of passenger trains to 160 km it is more important to construct new railway lines to reduce pressure on existing lines and by starting new trains. Railway earns maximum revenue from freight traffic. In the Budget speech also the Railway Minister stated that through passenger traffic the railways is incurring loss. Railways is very important for the common man and instead of increasing the fares and burdening the common man efforts should be made to generate other sources of finance. I welcome the proposal to increase the number of women security personnel and for appointing more security staff. However, this is not sufficient because people must discharge their duties very honestly. Many accidents and incidents of theft take place in collusion with security staff. In suburban railways attention must be paid towards security of women. I welcome the announcement of new railway trains for Indore. However, Indore-Nagpur passenger train should be extended upto Raipur and Indore-Pune passenger train should be regularized and Indore-Patna passenger

train should be regularized and extended upto Darbhanga and in view of the demand of the people the number of passenger trains for South India via Konkan railway should be increased.

**SHRI BHAUSAHEB RAJARAM WAKCHAURE:** Many pilgrims from Delhi and nearby areas visit Shirdi. However, these Pilgrims face great difficulty because of non-availability of reservation. Therefore, I demand starting of Rajdhani Express and Durgam Express daily both ways from Delhi to Shirdi via Manmad/Kopergaon. Reservation quota in all the trains passing through Manmad/Kopergaon must be increased and at Kopergaon Station all the trains must be given five minutes stoppage. There is absence of basic facilities at nearby stations of Shirdi like Kopergaon and Nagarsul. Both these railway stations should be modernised as model stations by providing basic facilities. In all the trains passing through Kopergaon/Manmad reservation quota for Shirdi bound passengers should be increased in all the classes. At Kopergaon station all the express trains must be provided stoppage. In the Railway Budget the fares have not been increased directly but indirectly the fares have been increased which is not good. Recently the number of train accidents have gone up. Therefore, all the vacant posts of train drivers should be immediately filled up and the train drivers should not be deployed on other jobs and their services should only be utilized for running trains.

**SHRI RAMASHANKAR RAJBHAR:** North-Eastern Railways covers the most populous and high unemployment area. The people of this area travel to

every nook and corner of the country in search of employment thereby increasing the revenue of railways. People demand that at Rewati Railway Station Durg-Sarnath Express, Baliya-Sealdah Express, Baliya-Varanasi passenger train should be provided halt. Baliya-Shahganj passenger train should be extended upto Chhapra and the proposed Chhapra-Varanasi intercity express should be provided a halt at Rewati Railway Station. The height of platform is very low and the height must be raised and a passenger shed should be constructed. The height of railway platform at Kiriharapur railway station is very low despite falling on main line. The passengers daily get hurt and the height of platform must be increased. At Salempur Railway Station Godan, Durg, Pune, Bapudham express trains must be provided halt.

**SHRI REWATI RAMAN SINGH:** Steps should be taken for modernization, introduction of new technology, for running bullet trains and renovation of old railway tracks. It is largest employer, and I congratulate the Hon'ble Minister for making provisions for providing employment to one lakh more people in this year. Dedicated Eastern Freight Corridor is also a very ambitious project of the Government. When is it going to be completed? After Independence, the railway tracks have been expanded from 54,000 km to 64,000 km. The pending projects need to be completed in a time bound manner. The railway line from Gwalior to Mainpuri should be completed. Public Sector company, TSL should be revived. Services like clean waiting rooms, better catering facilities and drinking water at the railway stations should be provided. A

Duranto Express train should be run daily from Allahabad. Allahabad should be converted into a model station or an international station. The station at Etawah should be reconstructed. The railway line from Manikpur-Chittrakoot-Jhansi should be doubled. A double line should be constructed between Allahabad and Pratapgarh. The operating ratio of railway should be brought down from 95 per cent to 75 per cent. New trains should be introduced from Naini, Daraganj and Rambagh so that the passengers from these places do not have to go Allahabad junction. More and more rail lines need to be electrified so that the expenditure on diesel being made by Railway could be contained. Kanpur Shatabdi Train should be extended upto Allahabad. I would urge upon the Hon. Railway Minister that increase in freight rate should be minimal so that more and more people could carry their freight through railways. I would like to make a few suggestions for the railways to increase its revenue. A lot of scrap is produced in railways, if railways managed to sell it on large scale, it will result in a lot of income. A large number of railway lands are vacant throughout the country. If some arrangement is made about that or construction thereon is ensured, it will result in a lot of income. Similarly, if advertisement hoardings are placed on all the coaches, it will also result in a lot of income to the railways.

**DR. SANJEEV GANESH NAIK:** Hon'ble Minister have stated that Railways have struggled to generate resources to meet its operational expenditure. The operating ratio in 2011-12 was 94.9%, 88.8% in 2012-13. The main focus of the investment would be doubling of tracks, safety and passenger and staff welfare.

About 500 km of new lines, 750 km of doubling and 450 km gauge conversion targeted in 2013-14. The following are the important demands of my Parliamentary Constituency. Status of work regarding development of Thane railway station into “World Class Station”. To start the extension of existing Foot Over Bridge at Thane Railway Station. More ticket vending windows to be started near the S.T. Depot side. Special ticket vending window to be introduce at the both sides of the station for senior citizens and physically handicapped commuters at Thane Railway Station. Introduce new trains plying between Kurla to Thane and Thane to Kurla to Panvel. Increasing Frequency of local trains between Thane to Karjat and Karjat to Thane. Digha railway station to be sanctioned between Airoli and Thane Railway stations. Increase more ticket vending windows at the both sides of all Navi Mumbai railway Stations. To appoint Doctors and also provide medical facilities including Ambulance services at all the Railway Station in Navi Mumbai. To start direct train service to Haridwar from Mumbai as there are lakhs of deveotees who visit Haridwar and Chardham. Construction of subway at Bhayander station and mira road station. Renovation of Bhaynder/Mira road railway station. Bhayander bound local trains should not stop between Borivali-Bhayander. Improve the quality of foods/eatables at tea stalls. Cleaning of trains and platforms to be done on regular basis and maintaining all electric fixtures regularly which are not working.

**SHRI PRALHAD JOSHI:** In the present scenario of terrorist threats all major stations in the country are unsafe and vulnerable. There is nothing concrete

in the budget addressing this sensitive issue. Through some new line projects are announced all appear to be linked to a political motives. Government has made a fake claim that fares were not being increased. After raising the fares by 20% recently this budget has definitely added to the fares further, which may be found in trick full hike in the supplementary charges on tatkal, express train reservation and ticket cancellation charges. I have been demanding carving Gulbarga and Mangalore as new Railway Divisions and bring them under SWR but to a failure again people of this region do not understand why this justified demand not given its due respect. The demand of people of both Gulbarga and Hubli for starting a new train connecting these cities is not considered again I urge this Government to honour this demand before people come on streets and agitate for this.

**SHRI RADHA MOHAN SINGH:** A sum of Rs. 5000 crore should be allocated for the construction of over-bridges and under-bridges to prevent railway accidents. The announcement regarding the change of platforms of trains should not be done at a very short notice so that the possibility of accidents due to resultant mismanagement could be averted. There are 26 ongoing railway projects in Bihar. However, no project has been allocated adequate funds. All these projects are very important projects. Therefore, allocation to them should definitely be increased. Bridges need to be reconstructed and allocation needs to be increased for that purpose. In addition to Saptkranti Express, other express trains should also be run. Additional First AC and Second AC bogies must be

attached to Saptkranti Express. Chakiya Railway station should be declared as a model station.

**SHRI H.D DEVEGOWDA:** I would like to draw the attention of the hon. Railway Minister to some of the pending works which have been lingering over the last 18 years. Some of these works have been sanctioned in the Eighth Plan, Ninth Plan are still going on. No efforts have been made from the last 15 years to mobilize the resources. At Hassan, work on the platform on the other side should be immediately taken up and an overbridge should also be provided. Doubling work and its electrification should be done on Mysore and Bangalore rail line. I welcome the pre-budget increase in some of the freights. I would like to emphasis that from Mangalore to Chennai, two major harbours are going to be connected via Hassan and Mangalore. About this route, I had taken the decision during my period in 1996-97. Work at Railway workshop at Hubli which exists since British period should be started. For it Rs.30 crore have been spent out of an amount of Rs.50 crore.

**SHRI P.T. THOMAS:** Indian railways is one of the pivot point of our national integration. The present budget ensures that within one year 1200 km electrification works will be completed. This is a good initiative which is taken by the railways. Being southern most part of the country our state Kerala is needed much more consideration from the part of Indian Railway. The Budget allocation to Palghat rail coach factory is 59 crores but we expect more allotment. I am requesting the Railway Minister to expedite the survey works of Kochi-Madurai

line which passes through Idukki to Tamil Nadu. If this line will come true, it is in the first time we will come under the railway network. Tens of thousands Keralites are living almost all the states of our country. The demand for increasing the frequency of trains from major cities to Kerala should be considered favourably.

**SHRIMATI SEEMA UPADHYAY:** The facilities are not adequate in proportion to the tourists on Fatehpur Sikari Station. Unhygienic conditions are seen around the railway station all the time. Railway have huge vacant land near the station which is being used a garbage dumping ground in the town. If a stadium is constructed here it will be free of litter and garbage and will be nice from the tourism point of view. Nagar is a centre point of many villages from where the distance between two station Bichpuri and Raybha is about 6-7 k.m. You are requested to take effective action to provide a railway sub station at Nagar. My humble request is that a halt of Gomati Express may be given at Hathras Junction railway station in the public interest.

**SHRI KAPIL MUNI KARWARIA:** Every day thousands of students, traders and employee visit Allahabad from Dayalpur situated on Allahabad-Faizabad rail line. After the reoperationalising the above line the rail travel may become easier for several students, farmers and traders. In the last years budget the announcements were made to convert Jhunsi, Daraganj, Prayag, Prayagghat, Lalgopal Ganj and Naini into Adarsh Stations and announcement were made regarding their all round development but it is a matter of grave concern that even



after one year no construction work has commenced in these station. People are forced to have unhygienic and substandard food as no improvement is made in the catering service in railways and there is no scheme in budget in this regard. No such scheme has been announced in rail budget 2013 for safety and modernization and to expedite pending projects of railways. No steps have been taken to improve the passenger facilities ever after increasing the passenger fare and freight charges. The budget is quite disappointing.

**DR. KIRIT PREMJI BHAI SOLANKI:** Central Government should provide infrastructural facilities on sensitive border areas and coastal areas so that the security of the country is maintained and the trade of the northern India is promoted. In previous budgets no announcement for running bullet trains between Ahmedabad-Mumbai has been made. This is a national project so it should be completed at the earliest. In this year's budget, injustice has been done to Gujarat. No border area connectivity has been allocated to Gujarat although this is a border state. In rail based industries, a rail coach factory has been given to Raibarelli but no such proposal is under-consideration regarding Gujarat. Not even a single conversion line has been awarded to Gujarat.

**SHRI JAGDISH SHARMA:** In the Rail Budget, discrimination has been shown towards a backward state like Bihar. I hope that while replying, the Minister of Railways will try to compensate for the injustice shown towards Bihar. Jahanabad is an area which is completely affected by naxalism. In that region the survey work for four rail project have been completed. The proposed rail line from

Behta to Aurangabad, Islampur to Bodh Gaya, Biharsharif to Ekangar Sarai via Jahanabad and from Jahanabad to Kinjar are of international importance. Keeping in view the international importance of Bodh Gaya the work on Bodh Gaya line should be started soon. The work of a railway overbridge on National Highway No. 110 should be started and Makhdumpur and Kehta stations on Patna-Gaya railway section should be given the status of model station. Ganga-Damodar Express should be extended beyond Dhanbad. RoB has been sanctioned for Narkatiaganj and Bagha but tender has not been floated till date.

**SHRI M.B. RAJESH:** There is a feeling that injustice has been done to the State of Kerala. But, I hope that the Government will rectify that mistake; and justice will be done to Kerala. I would like to raise an issue of Palakkad Coach Factory Project again. During the UPA-I period, the Palakkad Coach Factory Project was again announced in Palakkad, but only the foundation stone exists. Land has been made available by the Government of Kerala, but global tender and other procedures are awaited. Perhaps SAIL is willing to be a partner in the Palakkad Rail Coach Factory Project. So the Government of India and the Railways have to take a decision. Mankara railway station should not be closed as it has got a historical importance.

**SHRI SATPAL MAHARAJ:** I congratulate the Minister of Railways for identifying Tanakpur-Bageshwar as a project of national importance. The Government has fulfilled the demand of the people of Uttarakhand for providing direct link between Rishikesh and Doiwala. The Government has also sanctioned

the doubling of Hardwar-Dehradun line and also Nazimabad to Kotdwar line. For Rishikesh-Prayag rail line Rs. 5 crore have been sanctioned for the year 2013-14. Now, the train can run from Rishikesh to Karnprayag which will be a matter of great pride for us. In addition to it, people can travel upto Hemkund. The number of people suffering from diabetese are increasing in our country so diabetic food should be arranged by railways. The dishes of Uttarakhand should be included in the food being served by Railways. The toilets in trains should be clean and motels, shopping centres should be constructed at railway stations. The art of Uttarakhand should be used while constructing stations in Uttarakhand. Ramnagar, Kashipur, Lalkuan, Haldwani stations should be brought under the Northern Zone. The train which plies between Kashipur and Bareilly should be plied from Ramnagar. A direct train from Ramnagar to Chandigarh should be introduced. The train which runs between Delhi to Ramnagar, a first AC coach should be added to this train so that the tourists going to the Corbett Park are benefited.

**SHRI ANAND PRAKASH PARANJPE:** The Hon'ble Minister has tried to accommodate many works in the Railway Budget like safety and security by setting up Railway Safety Fund. Added 500 km of new lines, 750 km of doubling and 450 km gauge conversion is targeted in 2013-14. Setting up Rail Neer bottling plants at 6 places. Upgradation of another 60 stations as Adarsh Station in addition to 980 already selected. Providing free wi-fi facility on several trains. The upgradation of IRCTC ticketing system that will be able to support 7200 tickets per

minute as against 2000 tickets per minute today. Multi-disciplinary training institute at Nagpur will be setup for imparting training in rail related electronics technologies. Surveys for 59 projects will be undertaken in the year 2013-14. New trains have been started. I am bringing the following points for consideration in the Budget. No direct connectivity between major stations like Pune-Nasik, Pune-Aurangabad, Kolhapur-Aurangabad, Solapur-Nagpur, Solapur-nasik, Ahmadnagar-Mumbai. No production unit is based in Maharashtra for manufacture of coaches, diesel loco, electric engine and wheels. The work on MUTP Phase II at a cost of Rs. 5,300 crore is also progressing well. Feasibility of a spur from Panvel to Navi Mumbai Airport will be also be examined. But I am surprised to see that no mention of MUTP Phase III being made in the Budget.

**SHRI SANJAY SINGH CHAUHAN:** There is only one rail line from Delhi to Saharanpur which has neither been doubled nor electrified as yet. The Hon. Minister has announced for the same in this year's budget but it is not from Delhi but from Shahdra upto Shamli and Tapri. I would like to know the status of the earlier announcements made in regard to several railway projects because announcements are made but never fulfilled. There should be a rail line from Meerut to Bijnor. I also want to know about the status of Daurala-Hastinapur-Panipat rail line. The Delhi-Shahdra-Baghpat-Shamli-Saharanpur, Kosi-Jajampatti via Barsana-Nandgram-Govardhan rail lines should be electrified. The Indore Express, Okha Dehradun Express, Kochuveli Express, Indore-Amritsar Express, Nizamuddin Express should be provided a halt at Modinagar station. Similarly, the

Balsar-Haridwar Express, Anand Vihar-Jammu Tawi Express, Lok Manya Terminal-Haridwar Express should be given a halt at Muzaffarnagar. The Saharanpur-Delhi train should be given a stoppage at Khandravali station. Several trains like Delhi-Shamli Express, Garhwal Express etc. get cancelled during the foggy days. This results in great inconvenience to the people of the area. Therefore, a way out should be found to this problem. The number of coaches in the trains like Shamli-Delhi, Delhi-Haridwar, Saharanpur-Delhi should be increased. Bijnor, Chandpur, Nazibabad, Chandak, Khatauli, Ruhana and Jhalu etc. stations should be developed as model stations. An over-bridge should be constructed at Baraut station. The height of rail bridge on the Delhi-Meerut-Saharanpur rail route near NH-58 needs to be increased. The tin shelter at platform No. 1 at Chandpur railway station should be extended besides constructing a retiring room at platform No. 2. An additional ticket counter should be opened on the Mandi side of Muzaffarnagar railway station. A reservation counter should be opened at Jammu-Hastinapur, a world renowned tourist place of *Jains*.

**SHRI DARA SINGH CHAUHAN:** For the first time in this year's budget Mau which is the most backward area of Purvanchal is directly linked with Delhi. I want to congratulate you on my behalf and on behalf of people of my constituency. I request the hon. Minister to kindly run this train on daily basis in place of twice a week. In the last year's budget a railway terminal was announced at Mau. The hon. Minister has provided about Rs.15 crore for the same. I request the Minister to kindly provide so much of funds for the terminal that the work on it

is not hindered. The zero B gate in Mau remains close 48 times in a day. Therefore, an ROB should be constructed there. The ROB is not being constructed there on the pretext of non feasibility of the same. This is not good. If an ROB is not possible then at least an underpass should be constructed there. A stretch of 32 km rail line between Indara to Dhorighat should be doubled. The Ganga Kaveri train from Chhapra to Chennai should be run via Mau to benefit the people from Ballia to Mau. Kasara station in my constituency should be developed as model station. An ROB is being constructed in Azamgarh for the last 4-5 years. The work on this ROB needs to be expedited. A ticket window should be opened on the western side of Mau station besides constructing an ROB there to facilitate the movement of passengers there.

**SHRI LALU PRASAD:** Indian Railways is the life line of India so we cannot afford to neglect it on the development and infrastructure planks. In 2004, the Dr. Rakesh Mohan Committee had depicted a deplorable picture of Indian Railways in its report. He had suggested for increase in rail fare. When I became the Railway Minister I reviewed the things. I accept that there is huge congestion on the existing railway lines. We never sought financial assistance from the Government of India and made surplus earnings on our own. Today, the contractors are not getting payment for their work. We had talked about constructing a dedicated freight corridor during my tenure. Today, 80 per cent of goods are being transported through road network. The need of the hour is that this goods traffic should be shifted to the Railways to increase its income.

Therefore, a dedicated freight corridor should be constructed at the earliest across the country. Freight is an important component to realize revenue for Railways. I had announced to set up a factory to make wheels but the Government is purchasing loco engines, diesel engines from abroad and our people are facing unemployment. During my tenure, I had set up a wheel making factory in Haldia, Sone, Dariyapur in no time. We can earn plenty of revenue to the tune of Rs. 400 crore by selling scraps. Benefits of rail services in Bihar reach all the states of the country. Regarding railways, Uttar Pradesh is the most neglected area, especially Mainpuri constituency of Shri Mulayam Singh Yadav. During my tenure, I had started some work there but some land dispute cropped up and the work was abandoned. There is a railway college of North-Eastern Railways in Sonpur. The Government was to take over it but it has not been done so far. Bihar has always been neglected. Rail tickets are being sold in black everywhere. We won't let Indian railways go in the hands of private sector. There is some evil design to hand over Indian Railways to private sector. In doing so, our railway would be ruined.

**SHRI C. RAJENDRAN:** He had announced many new trains to some specific States, and also some new infrastructural facilities to some particular area of a State, at the cost of other States of the country. The increase in freight rates would definitely have an impact on inflation. The indirect increase in passenger fares and the increase in freight rates will cause a rise in the prices of essential commodities. The Hon'ble Railway Minister had announced new projects that

include seven new lines, 10 doubling and five electrification projects. Apart from this, he has also proposed to take up 22 new line projects, one gauge conversion and one doubling project. He has ordered survey for 59 new lines, five gauge conversions and 25 doubling projects. Many projects are pending to be completed. All such projects are delayed due to paucity of funds, resulting in further cost escalation. This freight increase would increase the pressure on State electricity utilities. There is no high speed freight corridor that has been proposed in the peninsular India including Tamil Nadu, which is the crying need of the hour. Robbery and thefts in running trains is continuing to be a cause of worry; some effective measures need to be taken. The food served in the trains is not of good quality. People from southern districts to Tamil Nadu have been facing severe hardships in catching domestic flights from Chennai Airport. This could be avoided if all the trains are made to stop for two minutes at Tirusoolam Railway Station, in both directions. In Chennai, the MRTS Phase-II project is going on. This project was sanctioned 30 years ago. It was supposed to go up to ST. Thomas Mount. I demand that it is completed this year with more allocation of funds. I request that a foot over-bridge may kindly be constructed to ease congestion and for easy connectivity. We have only one Express Train going to Jodhpur from Chennai, which runs only once a week. People find it very difficult to go to Jodhpur, in the absence of a daily train. Hence, to cater to the needs of the people going to Jodhpur, I request the Railway Minister to kindly make this as a daily train or at least to increase the frequency to thrice a week. It is very apt that



Tambaram Sanatorium Station is re-named as Chitlapakkam Railway Station. I request the hon. Railway Minister to immediately sanction more funds for the modernization/upgradation of Tambaram Railway Station.

**PROF. SAUGATA ROY:** The Budget has been brought to increase the burden on the common people. The Government has increased passenger fares by 21 per cent. The cost of transporting, diesel, kerosene has increased by 6 per cent. Countries are built on the railway system. In 65 years after freedom, we have added only 10,000 route kms to make it 65,000 km. The Japanese have introduced magnetic limitation technology, where the wheels do not touch the rails. In Tokyo, over the Central Station, there is a 20 storied house. We have not thought of building world class railway station. One of the major reasons of congestion on our freight routes, is the archaic signaling system. The Government has not talked of modernizing the signaling system; connecting the whole thing by optical fiber. The tracks, the rolling stocks, the platforms, terminals, all of these need modernization. Gross Budgetary support has to be increased. Railway Board is a presentation of the British system. We do not need a Railway Board. Railway Board is only so that they can have big bungalows. Kolkata should have had more suburban trains. Kolkata has so much population that the suburban railway is not being able to carry the load. On South-Eastern Railway Bhadutola to Jhargram via Lalgarh right in the heart of Maoist area is a Rs.289 crore project. But the Railway Minister has given only Rs. 1 crore. Trains have been deprived for West Bengal. A survey was conducted for new lines – 59 and none for West Bengal; new lines –

7 and none for West Bengal. Twenty five new projects on socio-economic considerations have been announced, but none for the State of West Bengal. In respect of new express trains, 67 of them have been announced, but only four for the State of West Bengal.

**SHRI N.S.V. CHITTHAN:** Track between Chennai and Kanyakumari should be doubled. Land acquisition work between Villupuram-Vridhachalam (54 km) and Viridhachalam Ariyalur (53km) is not yet completed. I urge upon the Railway Minister to allot amount at one time so that the track between Villupuram and Madurai will be completed. Passenger train service between Shencottai and Erode should be started by converting passenger train to Express train to facilitate the passengers from Shencottai Virudhunagar, Madurai, Dindigul, Kanrur, Erode. Coach Indication Board should be placed in all platforms. It is very essential to arrange close circuit TV to monitor the movement of passengers. The platform surface should be raised wherever necessary.

**SHRI P. VISHWANATHAN:** The East Coast Road route project should be implemented in the interest of public. The new line project of Avadi-Guduvancherry-via Sriperumbudur and Oragadam should be implemented speedily in the interest of public. I request the Hon'ble Minister to extend the new line from Sriperumbudur to Kancheepuram , via Sunguvarchatram, Enathru and Rajakulam. I request the Hon'ble Minister that the Chennai Beach to Chingleput service can be extended to Kancheepuram to implement the long pending Thakolam to Arakonam 7 kms electrification, to speedup Rail Over Bridge (ROB) at LC 54, Tambaram-

Villuparam Road, immediate implantation of proposal for a new train between Bangalore to Cuddalore (via) Kancheepuram – Melmaruvathur Pondicherry, to consider extension up to Kanchipuram of early morning train departing from Chennai Beach Station. A railway reservation centre is urgently required to cater the needs of the residents.

**SHRIMATI INGRID MCLEOD:** There is an urgent need for a Medical College in S.E.C.R.Zone and upgrade the Medical Services provided to Railway Staff in S.E.C.R. Central Railway Hospital at Bilaspur under S.E.C.R. needs to be upgraded. Provision should be made for New Coaching Terminal at Uslapur, Bilaspur. Provision should be made for Yatri Niwas at Bilaspur. The work of astro-turf hockey stadium in Bilaspur should immediately be started and completed. Multipurpose indoor stadium should be established at Bilaspur. On going work of RUB at Tarbahar railway crossing and RoB at Lalkhadan in Bilaspur should be expedited. Pantry car should be attached to all the long distance trains. Train No. 18517 between Korba and Vishakhapatnam should be provided with more AC-II and III Coaches.

**SHRIMATI YASHODHARA RAJE SCINDIA:** My proposal is that alongwith the state of the art development of Gwalior Station, a comprehensive railway parcel and godown project should be approved for the commercial area of Rayru located at a distance of 10KM from this station. Parking and transport facilities should be provided adequately at Gwalior station. Platform No. 4 should be developed as a model station. There is a need to develop circulating area outside

the platform no. 1 and 4. The development work at Birlanagar Rayru Station should be completed as early as possible. The narrow gauge train running on Gwalior Sabalgarh-Sheopur route should be maintained properly. Rajdhani, Sampark Kranti and other trains should be provided halt at Gwalior railway station. The VIP quota at Gwalior station should be increased. A new platform should be constructed to facilitate the passengers. The condition of chairs and benches at Birla Nagar station is pathetic. There is only one ticket counter and no reservation office at this station. Passengers face a lot of problems in moving from platform no. 1 to platform no. 2. Drinking water is also not available at this platform. Cleanliness is not maintained at the entire station. Also the RPF/GRP has not been deployed at this station.

**SHRI PREMDAS:** The construction of freight corridor between Delhi-Kolkata should be spedup. The Kanpur-Delhi Shatabdi should be halted at Etawah. There is a need to build a footover bridge at Etawah station. The Unchahar Express should be halted at Achalda Station in my area Etawah. There is a NTPC and GAIL plant at Dibiapur which falls between Delhi-Kanpur. Lucknow Shatabdi should be stopped at Dibiapur Station.

**SHRI E.G. SUGAVANAM:** Safety of women passengers is cause of concern. Reservation of 10% vacancies of women RPF personnel will improve the confidence of women. The proposal to fill 1.52 lakh vacancies should be expedited. I urge upon Shri Bansalji to take immediate steps to improve the quality of food. I urge upon to quicken the Palur Plant in Tamil Nadu. The railway

quarters are not in a good living condition. All necessary basic facilities should be provided there. I urge to allocate adequate funds to the Salem Division to improve its functioning/facilities. Laying of new railway line between Jolarpettai-Tirupathur-Kandili-Barugur-Orappam-Krishnagiri-Sulagiri-Hosur (101 kms) is long pending. There has been a long pending demand for introduction of a Daily Express Train between Nagercoil-Hosur. The proposals regarding Stoppage of all trains in Samalpatti & Kallavi Dasampatti in Krishnagiri District; Introduction of Coimbatore-Hosur-Bangalore Intercity Express; Increase of coaches in Mysore-Mayiladuthrai Express (from 19 to 24); Introduction of Hosur-Erode Passenger Train; Deployment of RPF at Hosur Railway Station; Extension of Bangalore-Anekal Train upto Hosur and Doubling and Electrification of Bangalore-Hosur-Salem Railway line should also be taken.

**SHRI S.S. RAMASUBBU:** Kindly allocate necessary funds for doubling of Madurai-Tirunelveli- - Kanyakumari Broad Gauge Section. One more train between Tirunelveli – Tenkasi new BG line should be operated. Demand for a daily express train between Nagercoil – Bangalore via Madurai – Tiruchirappalli – Salem –Hosur should be fulfilled. Opening of a PRS centre at Thisayanvilai Town is needed. At least two more express trains at Nanguneri Railway station should be operated. The following long pending demands may kindly be considered: Reopening Railway station at Maharajanagar, Kavalkinaru, Melakallur, Pavoorchatram in Tirunelveli District, Tamilnadu; Provision of roof shed to the entire new platform in the Tirunelveli Railway Station and Foot-Over-Bridge; It is

kindly requested to increase the number of platforms from 5 to 7 at Tirunelveli Railway Station; Stoppage of all important trains at Palayamkottai, Kovilpatti, Melapalayam and Valliyur railway station; Construction of (i) Road Over Bridge (ROB) near Thatchanallur Railway Crossing at Thatchanallur – Madurai road (ii) Kulavanikarpuram Railway Crossing at Tirunelveli – Trivandrum road; Increase in the frequency of (i) Tirunelveli – Hapa (Hapa Express); (ii) Nagercoil – Tirunelveli – H. Nizamuddin (Tirukkkural Express); (iii) Chennai – Vasco & Chennai – Hubli Express as a daily express; Increase in the number of Coaches in (i) Nellai (ii) Kanyakumari and (iii) Anandhapuri Express Trains and introduction of Special Train; Immediate need to develop Royapuram Railway Station; New Inter-city Express from Nagercoil – Tirunelveli – Madurai; New railway line from Kanyakumari – Tiruchendur vi Kudankulam Tisaiyanvillai.

**DR. PADMASINHA BAJIRAO PATIL:** The survey of new Broad-gauge railway line between Solapur – Jalgoan via Osmanabad, Beed, Jalna and Aurangabad Districts is completed and has been submitted to the Railway Board at New Delhi. Tuljapur is major pilgrimage center of entire Maharashtra and South Peninsula. Tuljapur is also pivotal in providing connection to Marathwada region. This route will also act as an alternative corridor for North-South railway network. This link is important for the economically backward region of Osmanabad. It has been proposed in the railway budget to extend the Mumbai-Osmanabad-Latur train upto Nanded. Considering the fact that this train service is already inadequate to meet the demands of passengers from Latur and Osmanabad District. New train

service from Nanded to Mumbai via Latur – Osmanabad should be started immediately.

**SHRI HARISHCHANDRA CHAVAN:** Proposed rail route in Maharashtra from Manmad via Malegaon, Nardana to Indore is pending since long. I request the Minister to grant approval for this route and start work as soon as possible. My second demand is that a ‘Horticulture Express’ train for grapes and onion producing farmers of Nasik may also be introduced. Stoppage time of 27 trains at Manmad junction has been reduced from 5 minutes to 2 minutes. How can women, older persons, children or patients can board or de-board trains in these two minutes? Provision for stoppage of ‘ Bhusawal-Pune Express’ and ‘Kamayani Express’ at Nandgaon, Lasadgaon and Niphad stations may please be made. Rajya Rani Express originating from Manmad should be started from Nandgaon and extended to Dadar. Jalna DEMU passenger train running from Jalna to Nagarsol should be extended to Igatpuri. Mumbai- Haridwar Express train runs twice a week. This train should be run daily and pantry car facility should also be provided in this train. There are only a few rakes available for onion producing farmers of Nasik to send onions to different places. It results in heavy losses to farmers. In view of the KUMBH MELA in 2015, modernisation work of Nasik and Manmad stations should be carried out. And keeping in view the stampede at Allahabad junction during the recent Kumbh Mela 2013, Odha railway station in Nasik should be made a terminal. Students from across the country come to Chandwad

for education and for their convenience, a ticket booking counter should be started there.

**SHRI C. SIVASAMI:** At the present situation, people and people's representatives have to approach the officials for expressing their needs and grievances. This situation has to be changed if the railways want to understand the real need of the people. In each and every constituency of a Member of Parliament, a particular railway station has to be considered and in that railway station, senior officials of the railways have to visit and they have to interact with the people and people's representatives to understand their real needs. If the train journey has to be fast, the speed of the train has to be increased. Duronto express trains are not benefiting the people. If the Duronto express running between Coimbatore and Chennai stops at Tiruppur and Erode stations, it will benefit a large number of people. Similarly, if the Duronto express running between Madurai and Chennai stops at Dindigul and Karur, it will also benefit a large number of people in the real sense. Therefore, the service of Duronto express has to be changed into intercity level. The projects of Erode-Chamraj Nagar, and Erode-Palani have to be considered. Coimbatore to Rameshwaram train service has to be enhanced as a daily service instead of a weekly service. A new train has to be given to Ooty being a centre of tourist importance. I request you to convert SLR coaches into big coaches like VPU coaches in the train Nos. 6107 and 6865. Stoppage of trains at Thirisoolam station located near Chennai airport may be provided to facilitate air passengers. I reiterate that a coach manufacturing factory has to be established at



Tiruchirappalli. A new express train from Tiruppur to Chennai is needed. Stoppage of train No.2623 and 2624 will benefit the people of Tiruppur to a large extent. Similarly Yahsvantipur Kochivel Express trains, having the numbers 2257, 2258, 6315 and 2660, also have to stop at Tiruppur. Modernization of the railway station at Tiruppur will strengthen the export industry in Tiruppur.

**SHRIMATI J. HELEN DAVIDSON:** There is no mention about doubling projects and fund allotment for Tamil Nadu. I request the Ministry of Railways to place Automatic Ticket vending Machines, Cion Operated Ticket vending Machines in all railway stations in Tamil Nadu, and it must be done first in Kanyakumari Constituency. The railway department does not seem to be interested in developing this railway station at Kanyakumari. The railway station here is not in condition to park any train for maintenance. The major problem in this railway station is not having water facility. It can be developed as a **'Terminal railway station'** with Coaching Maintenance Terminal facility. I request the Union Government to sanction enough funds for laying a new broad guage line connecting Karaikudi and Kanyakumari via Ramanathapuram and Tutucorin along the East Coast. The railway should operate a train from Kanyakumari to Velankanni via Madurai-Tiruchirappalli-Thanjavur-Nagappattinam. It is very much necessary to increase the frequency of H. Nizamuddin-Kanyakumari (12641/12642) Thirukkural Express as daily in order to cater the need of public. The people of Kanyakumari, Tirunelveli, Tuticorin, Virudunagar, Madurai, Tiruchirappallai, Villupuram, Kanchipuram and Tiruvallur Districts will be

benefited a lot. There is strong demand towards the development of Rayapuram Railway station as a Terminal Railway Station, but in this budget the government has not fulfilled the genuine demand of the people of Chennai. The recently announced Bangalore-Nagercoil daily Express via Madurai, Tiruchirappali must be operated via Karur, Namakkal, Salem, Dharmapuri and Hosur and this train must be made as a Super Fast. This train should be named as 'Naanjil Nadu' Express.

**SHRI C.R. PATIL:** The entire country is disappointed with railway budget. The entire country wants to know what safety measures you are going to take. The chief minister of Gujarat had prepared a railway project. If you implement that then the problems of the entire country would be solved. We feel extremely ashamed at the filth at Surat railway station. Even if a minister recommends in the writing ticket is not booked. The touts provide tickets instantly. There are no stoppages for any important trains at Nausher. A lady passenger on Taptiganga train cannot access the toilet for two and a half days. Passengers occupy even the toilets. Our demand was to make Surat – Amravati a daily train. Okha-Puri, Ahmedabad – Puri and Surat-Puri trains should run daily. Navsari station, 30 km from Dandi should be made a world class station. Goods yard should be shifted from Udna station and be made a satellite station. The police station at the Surat railway station should be shifted to make way for a parking. The Railways earn maximum revenue from Gujarat, Surat hence Gujarat should be given more facilities. More local trains should be introduced in Surat.

**SHRI NALIN KUMAR KATEEL:** I urge upon the railway minister to make an announcement of formation of Mangalore Divisional railway with Head quarters at Mangalore Junction Railway station; making weekly night train as daily train with 21 coaches via Arasikere; converting the existing passenger train as DEMU train between Mangalore to Subramanya road; extension of Bhatkal-Thokur DEMU train upto Subramany Road of SWR; extension of Madgao-Mangalore Intercity train upto Subramanya Road. The Mangalore-Hyderabad train route should be via Mangalore Central-Hassan-Arasikere-Chikkajajur-Gunthakal-Kachiguda. Survey work for track electrification between Mysore and Mangalore should be taken up and completed in time. For better accessibility Elevator facility should be provided at Mangalore Railway station. Railway's own land can be utilized to establish the manufacturing unit of Cold storage Wagon Built up Factory. There is lack of safety, the Minister has to address this issue by increasing the RPF force. Food and beverages are highly adulterated, we hope this issue to be addressed. Issues pertaining to safety and cleanliness on trains need to be addressed on priority basis.

**SHRI P. LINGAM:** Now, fares were hiked twice in a month. Before the budget passenger fares and freight rates were hiked. The reservation charges, cancellation charges, tatkal charges are also increased. In India, there are two hundred and forty eight public sector units. The Railway budget should have coordinated the people, employees and the passengers. On the contrary, the railway budget is based only on politics. Increase in passenger fares and freight rates have

to be withdrawn. It is not possible for the railways to give qualitative and safe service to the people by having shortage of staff members. Almost one lakh and fifty two thousand vacancies are not filled up.

**SHRI MANOHAR TIRKEY:** Alipurduar Jn. Station building is to be renovated and raised up to match the height of the platforms. Extend Intercity Express up to Alipurduar Station. Timely running of all trains are to be ensured, Deluxe Chair Car may be attached to this train to attract tourists. Extend Padatik Express (daily), Chennai Express (weekly) and Paharia Express upto Alipurduar Jn. Slight modification of route and originating station of Darjeeling Mail will help a lot the passengers. Introduce a Day Special Train having Chair Cars (Ac and Non AC) from Dhubri to Kolkata/Sealdah via New Coochbehar and Alipurduar Jn. Introduce a South bound train to Bangalore/Yashbantpur via Vijaywara and Sathya Sai Prasanthi Nilayam originating from Alipurduar Jn. Introduce a new train originating from Alipurduar Jn. to Ranchi via Bagdogra, naming after the great martyr 'Birsa Munda' as Vir Birsa Munda Express. The Kanchan Kanya Express and North Bengal Express are very much over crowded. To disperse the wait listed passengers provide one extra 2 AC/3AC combined coach. Moreover, originating point of the North Bengal Express and Kanchan Kanya Express can be extended upto APDJ and NCB respectively. Introduce new commercial stoppage at Alipurduar Jn. of Poorbottar Sampark Kranti Express. Loop lines are very much essential at some station of APDJ-BXT section for easy train handling and punctuality of trains. Introduce DMU service in between Coochbehar and

Changrabandha via APDJ and NMZ and NMX ADDJ to Naxulbari via NMZ, Siliguri Jn., Bagdogra. Introduce at least two Chair Cars (Ac and non AC) in all trains having single over night journey. One PRS at Jorai, Nagrakata and Chalsa stations is a long pending demand. There are ample scope of attracting tourists by laying a narrow gauge line from Chalsa to Matali and Samsingh, Alipurduar Jn. to Jayanti and a Toy train may be introduced in this section. Presently New Jalpaiguri-Samuktala Road patch doubling and Maynaguri-Jogighopa new line project should be provided adequate fund. Prepare underpass in forest areas to avoid accidents of wild animals. A Sanghati Express train is to be introduced from Alipurduar Jn. to Sealdah via Bangladesh to shorten travel time. Unused Railway land be relinquished for development works. A new railway line should be set up from Hasimara to Jaigaon.

**SHRI NAVEEN JINDAL:** Direct rail service between Kaithal and Delhi be introduced. Patiala-Kurukshetra-Yamuna Nagar railway line should be completed at the earliest in 12th five year plan. Kurukshetra – Yamuna Nagar line should be got evaluated by the Planning Commission. Kurukshetra railway station should also be included in the list of 104 stations so as to provide modern facilities there. Keeping in view the requirement of elderly, handicapped, women and children two escalators and two lifts may be installed at Kurukshetra railway station. Electrification of Kurukshetra – Kaithal-Narvana rail line may be done at the earliest so that the people of this region are able to get rail facilities. Kurukshetra – Narvana rail line passes through the densely populated areas of Kurukshetra. This

rail line may be laid from outside Kurukshetra. Railway stations and godowns should also be added in the PPP policy of railways and the investors should be given the right to commercial use of land alongwith railway stations and godowns for a certain period. It will improve the conditions of godowns and they will actually be able to become modern logistic centres. After derailment, wagons and coaches should immediately be disposed of on 'as is where is basis'. Railways should increase their income by giving their land to the farmers on lease. A switch should be installed at rail line at a distance of 2-3 kilometres on both sides of railway crossing so that when a rail passes over, a hooter should ring at unmanned rail crossing continuously for 2-3 minutes. Work should be started immediately on Hisar –Sirsa via Agroha and Fatehabad rail line. To protect the elephant, hooter facility should be provided at Elephant Corridor also. Apart from this unmanned crossing level should be provided for going from one side to other. Modern water bath and canteen should be provided at Kurukshetra, Kaithal and Jagadhari railway stations. Sanitary and Bench facilities at Kurukshetra, Yamuna Nagar and Kaithal railway stations should be upgraded.

**SHRI A. GANESHAMURTHI:** Passenger fares have not been hiked in the budget but reservation and cancellation charges have been increased. Tamil Nadu has been totally ignored in the present Rail Budget. The Chamrajnagar-Palani rail line has now become Chamrajnagar-Erode rail line with reduced distance. This is a long pending project. Original demand was for a railway line between Chamrajnagar and Palani. The work relating to line between Palani and Erode has

been announced all of a sudden. I urge Hon'ble Minister that he should make announcement about the new railway line in this route between Chamrajnagar and Palani. Even after starting the tender process no work has been completed near Erode at level Crossing No. 124. Between Namakkal and Cochin via Erode, Tirupur and Coimbatore, there is a possibility of construction of a national highway. Level Crossing No. 16 provides connectivity upto Cochin. I urge that necessary action be taken regarding Level Crossing No. 16 as it provides connectivity upto Cochin. For construction of a bridge on Cauvery river I urge the Union Government to give immediate permission. I also urge the Minister to provide stoppage of Coimbatore-Salem MEMU train (No.66602/66603) and Erode-Mettur passenger train (No.56100/56101) at Alangur railway station. Amritha Express train (No.16644/16645) and Trichy-Karur passenger train should be extended upto Erode. Electrification process should start in Erode-Trichy-Karur rail route. Air conditioned coaches should be attached to Chennai—Yerkaud train (No.66609/66610). I also urge that instead of VAT service taxes should be collected from rail passengers who use railway canteens. I urge the Hon'ble Railway Minister to do the needful to operationalize the much awaited Palani-Erode railway route.

**SHRIMATI SANTOSH CHOWDHARY:** I am thankful to the hon. Minister of Railways for announcing a direct train from Delhi to Hoshiyarpur and renaming the Jammu Express, which runs from Banaras to Jammu every day, as the Begam Pura Express. I seek the allocation of Rs 10 million for the development

of Phagwara, Hoshiyarpur, Tanda, Jejo, Nasrala, Dasuha and Mukeriyar Railway stations. Budgetary provision should be made for Hoshiyarpur – Tanda and Hoshiyarpur – Unna rail lines. The order should be given for speedy completion of the Nangal – Talwara rail line. The Begam Pura Express, Sawaraj Express and Malwa Express trains should be given stoppages at Phagwara, Tanda and Dasuha railway stations respectively. The toilet facilities should be provided in DMU trains. The family dependents of those persons, who die in train accidents, should be given employment. The unmanned railway crossing should be converted into manned crossing. A rail factory should be set up on the vacant land of the Railways in my Kandi area or around Hoshiyarpur railway station.

**SHRI NAMA NAGESWARA RAO:** Earlier, the Railways had 80 percent share in cargo transport, but, now it has come down to just 20 percent. The hon. Minister should give attention towards this point. The hon. Minister has introduced fuel adjustment component, which is not a healthy practice, as the Railways cannot be run as a business proposition. It has to take the welfare of the people into consideration. The Rail Budget has scaled down the targets with regard to the infrastructure expansion, doubling of rail lines and gauge conversion. The Budget has not allocated any funds for Jagtiyal – Nizamebad rail line. Further, just Rs 10 million have been earmarked for Bhadracham - Kuvur rail line. This amount should be raised and minimum Rs 100 crore should be provided. The General Managers of different Railway Zones should hold meetings with the State Chief Ministers before finalizing the Rail Budget.



**SHRI T.K.S. ELANGO VAN:** The Hon'ble Railway Minister has announced about 14 new trains to various destinations in Tamil Nadu. But, as far as infrastructure is concerned, there are not much schemes for Tamil Nadu. I request the Hon'ble Minister to increase the Budgetary allocation for Southern Railway and also to convert the Royapuram Railway Station as another Railway Terminal for Chennai. I also requested the Hon'ble Minister to implement the II unit of ICF Chennai project at the earliest.

**SHRI NILESH NARAYAN RANE:** I congratulate Shri Pawan Kumar Bansal, the Hon'ble Minister of Railways for presenting his maiden Railway budget. Through this Budget, the Minister has made his priorities very clear to make Indian Railway, a safe, secured, comfortable and affordable means of transport. The Minister has indicated that the new facilities will require further investment of 63000 crore. Indian Railways had been fighting a vicious resource crunch. The Minister had focused on freight sector, from where the Railways would generate bulk of its revenue. The proposed planned dedicated freight corridor is going to have beneficial impact. The Minister made special announcements for safety and security of women passengers. With several on going projects and schemes to modernize the Indian Railways, augmenting number of train services, streamlining and gearing up freight movement and increasing the connectivity to the far flung areas Hon'ble Minister is doing a commendable job. I request him to give some priority to Konkan Railway. Sole purpose of Konkan Railway was to link the people of this region with Mumbai city as well as other

parts of the country, to make the transportation of goods and movement of people easier and faster. But in reality, people of South mostly Mangalore and Goa regions are more benefited. There is hardly any reservation quota for the people of Konkan region in the trains that pass through this region. Even the facilities of Town Booking Agents in the Konkan Railways are proposed to be dispensed with. As a result, the majority of people of this region who are below poverty line (BPL), are facing insurmountable difficulties. Besides, Konkan has rich tourism potential also. Therefore, I seek special attention for Konkan from our Railway Minister from economic and tourism points of view.

**SHRI BALIRAM JADHAV:** Everyone was expecting that the hon. Minister could give something or the other to each and every state. He has tried to do so by giving something to some states but the state, which is called the economic capital of the country, Maharashtra has not been given any thing. Nothing has been said with regard to the schemes and projects etc. demanded by the hon. Members to their respective constituencies which had resulted in resentment among all the hon. Members belonging to all the parties. The PAC had also criticized the railways for the delay in the ongoing projects. The Committee had recommended to arrange funds for these and get these completed at the earliest. The pace at which the Mumbai Metros should have made progress is not taking place resulting on the delay of this project. I had urged to run some local trains in my constituency to provide halts and stoppages of Sampark trains at Palghar, Boiseveral Daham stations and to construct residential buildings for the

stay of passengers But I am sorry to say that the railways has not taken any steps so far as on anyone of my proposals. The hon. Railway Minister in his speech has very clearly said that he is not going to increase the fare in the month of February as it has already been increased in January but different rates of charges have been levied alongwith surcharge which continue to increase in future. I urge the Government to stop the practice of increasing fare at short intervals since it affects the common man. Alongwith it the Hon. Minister should announce new projects and new railway lines etc. for the states which have been deprived of the same, particularly the State of Maharashtra.

**SHRI ASHOK TANWAR:** I strongly support the railway budget. In this budget a historical step has been taken for providing railway connectivity to Sirsa. I am thankful to the railway minister for creating 1,52,000 new posts in the railways. In addition the efforts have also been made for filling up a backlog of 47,000 vacant posts meant for SCs/STs. Proposed provision of reservation of 10 percent posts in RPF for women is also a welcome step. After a long period, in this budget, the minister has proposed 11 new projects for Haryana. Setting up of rail coach factory, opening 25 new skill development centers is also very important. It will provide jobs to our youth. Hisar, Sirsa via Agroha, Fatehabad proposed link will be a very important link. Thanking the railway minister for Delhi – Firozpur via Bhatinda intercity I would urge him to extend this train upto Sirsa. As there is no such train for Sirsa at present. Gorakhdham Express should also be extended up to Sirsa. Shatabdi Express, running four days a weak now, should be made daily

and it should run between Delhi – Ludhiana via Tohana. Attention may also be paid to Awadh Assam Express, Nanded Express, as it connects this area with Nanded. Apart from it, wherever required ROBs/Under bridges should also be constructed.

**SHRI S. SEMMALAI:** The Rail Budget has disappointed the poor and the middle class who use the rail travel most. There is no relief to passengers and no proposal to accelerate growth. Pallani-Pollachi gauge conversion work, Dindigul-Kottayam Broad Gauge and Madurai-Aruppukottai-Tutucorin Broad Gauge Conversion works have neither been started nor completed by Railways. Salem Railway Division is fully neglected. The Hon'ble Railway Minister should operate more trains from Salem to the needy places. For the ongoing new rail line projects in Tamil Nadu, a sum of Rs.2431 crores is absolutely required . Without allocating any amount, the Railway Minister announced construction of new rail line between Sriperumbudur-Guduvanchery. Six years back the Hon. Railway Minister announced a new rail line from Chennai-Cuddalore via Mahabalipuram, covering a distance of 150 k.m. The total cost of the project was Rs. 800 crore. Till date, Rs. 9 crore has been allotted. This year, an amount of Rs. 20 crore has been allocated. Against an out lay of Rs. 227 crore required to construct new rail line from Thindivanam to Thiruvannamali announced a few year back, only a sum of Rs. 72 crore has been allocated and in this years budget, the allocation was Rs. 20 crore only.

**SHRI BHUDEO CHOUDHARY:** Growth of Railway is very important for the country. I demand from the Government that electric loco shed may be set up at Jhajha Railway station, make the already constructed washing pit functional, Jhajha over-bridge may be widened, higher secondary classes may be started in Railway High School, made to operate rail reservation system in two shifts and boarding I.D. may be provided at Jhajha station, rail line may be laid from Jassidih to Giridih via Chakay, rail line may further be extended from Jhajha to Gaya via Sikandara, Aliganj, Nawada, a ticket counter and passenger shed may be constructed in Katauna halt, the construction work of R.P.S.F. training centre may be completed, rest house, shed, toilet and water facilities may be provided at Jamui station, a stoppage of Howrah-Haridwar Express and Howrah-Dehradun Express may be provided at Jamui railway station, Mahabodhi Express operating from New Delhi to Gaya may be extended upto Jamalpur via Shekhpura, Garib Rath operating between Anand-Vihar to Sasaram may be operated three days in a week and may be extended upto Keol via Shekhpura. A stoppage of Howrah-Haridwar Express, Vibhuti Express, Patna-Puri Express, Akal- Takhat Express, Howrah Nangal Dam, Gurumukhi Express may be provided at Jhajha railway station. A stoppage of Dhanbad-Patna Inter-city may be provided at Gidhaur. An over bridge may be constructed at Dadpur station.

**SHRIMATI SUPRIYA SULE:** Though railway figures shows promising growth, the performance of Railways has not been up to the elevated expectations.

Safety is the area most talked about and the least has been done in the past five years. We have seen increase in passenger fare after almost a decade. Considering the present situation, there is no need to specially justify the fare hike. The progress in modernization of Railways is very slow. Functioning of Railway Board needs to be streamlined. We hope that the Railway will have its own quality control system for aligned services for ensuring better services to the commuters. Railways need to develop market oriented outlook if it has to raise funds from market. I demand that Pune-Lonavala-Daund-Jejuri may be declared as Suburban Zone. There is a need for third track between Pune and Lonavala, double track with electrification on Pune-Miraj-Kolhapur, Daund Manmad section and Karjat Panvel Section. Further, provision may be made for introduction of New Shuttle Service between Pune-Jejuri/Nira; reservation facility at Pimpri, Chinchwad and Akurdi stations, new trains for Pune-Mumbai, introduction of Pune-Kolhapur Shatabdi Express, Pune-Ratnagiri-Sawantwadi superfast Train, Pune-Shirdi Express via Ahmednagar, and connectivity of Jejuri to Maharashtra. I request the Indian Railways to consider following demands for Mumbai's suburban Railways, i.e., reducing gaps between train and platforms, giving stops at Kopar in Dombivali, between Thane and Kalyan stations to Mail/Express trains running through Vasai Road station and Konkan Railway, provision of double exit system at heavy rush suburban stations like Dadar, Thane, Dombivali, Kalyan, Bandra, Andheri and Borivali stations for convenience of passengers and to prevent the mishaps. The Railways should take policy decision to have sub-ways instead of

over-bridge in Mumbai. Besides, I urge that fundamental actions are needed to connect Konkan to other cities in the state.

**SHRI NEERAJ SHEKHAR:** Eastern Uttar Pradesh has been thoroughly neglected in this Rail Budget. This Rail Budget is disappointing from the point of view of passenger facilities, prevention of rail accidents and passenger safety. Even the preparations and management of the railways for organizing events like Mahakumbha were insufficient. Thousands of persons die every year in rail accidents but 'Railway Safety Commission' has not been constituted till date. The existing Railway Safety Commission functions under the administrative control of the Ministry of Civil Aviation. The Railway Safety Commission even does not have a right to conduct safety audit of Railways. In many reports of the Commission, recommendations were made to install modern systems to check rail accidents but no such gadgets have been installed till date. I would like to request the Government to adopt a sincere attitude towards railway safety and constitute an independent Railway Safety Commission. There are about 60,000 vacancies in the category of Railway Safety, and these should be filled up. The Ministry of Railway should take effective steps for the safety of railway passengers and issue orders to ensure action with extra vigil in the cases of teasing and misbehaviour with women. The Indian Railways should take concrete and practical steps in the direction of high speed railway network and high speed trains in the country.

The Minister may ensure concrete steps for upgrading passenger facilities and railway catering services. An Express train may be run from Ballia to Allahabad via Gazipur, Banaras High Court. A new Express train may be run from Ballia to New Delhi via Mau-Shahganj-Lucknow. A stoppage of Sonpur-Valsad Express train may be ensured at Ballia and Gazipur district stations. Ballia and Gazipur district stations may be renovated and modernized. A stoppage of Hariharnath Express and Ganga Kaveri trains may be ensured at Yusufpur station of station of district Gazipur. A rail project and hospital may be set up at district Ballia. Stoppage of Intercity Express and Ganga Kaveri Trains at Suremanpur station is necessary. Budget may be allocated for the construction of an overbridge at Suremanpur station and the work may be started there at the earliest. A stoppage of Sarnath Express train at Rewati station of Ballia may be provided. Shivganga Express and Anand Vihar- Varanasi Garib Rath may extended upto Ballia. The doubling and electrification work of Allahabad –Varanasi- Ballia Chhapra railway stretch may be ensured.

**SHRI S.D. SHARIQ:** So far as cleanliness is concerned, it should be improved. The safety of railway lines should be ensured. The peoples' faith in the railways will increase if the trains are run punctually. More facilities should be provided to the public. Likewise, opportunities should be given to the poor to run food stalls at railway stations so that they may earn their livelihood. The railway land has been illegally occupied by the people. If nothing can be done, then the rent for the land should be taken from them. By doing so a source of income would



be available to them. Black marketing by the touts at the railway stations should be closed. A fast train from Mumbai to Jammu should be introduced. Likewise, the then Prime Minister Deve Gowda had inaugurated our railway project but today fifteen years have passed but that project is still incomplete. We, the people of Kashmir shall be grateful to you if you pay attention to connect Banihal from Katra. It would look nice for national integration. The recruitment work for the officers and staff for the Vacant Vacancies, which you have mentioned, should be started soon. It is my special request to you to early start survey from Baramulla to Kupwada and Karna. I would be thankful to you if you get Soporan, Baramulla and Rafiabada area connected with Railway lines.

**SHRI O.S. MANIAN:** Out of the 14 new trains announced for Tamil Nadu, most of them are not daily, it is some times weekly once or twice weekly. I would like to know through you as to how many trains run daily? The railway compartments in the train are very badly maintained. Even today there are a number of stations where there is no basic amenities like toilets etc. The Railway Minister should conduct periodical meetings with the Hon'ble Members of Parliament along with the concerned officials of the Railway department to hear the views of the commuters. There are huge unmanned level crossings in all over the country which causes huge accidents resulting in loss of life. The government should come forward to construct ROBs in such places to avoid such accidents atleast in future. In Chennai 'Thirisoolum' Railway station is situated just opposite to Chennai Meenambakkam Airport. Passengers coming from southern part of

Tamil Nadu face problem due to absence of stoppage at 'Thirissulam' railway station. We already requested the Hon'ble Minister of Railways several times for the stoppage of all express trains there. I once again request the Hon'ble Minister of Railways to take immediate action for stoppage of all express trains at 'Thirissulam' railway station at Chennai.

**SHRI MOHAMMED E.T. BASHEER:** The State of Kerala has been ignored in the Railway Budget. Kerala is the only State in India where there is no exclusive railway zone. We have been demanding for that for years together but that has not yet been materialized. In the previous Railway Budget speech, the Minister had mentioned about the passenger amenities but they have not yet been materialized. Similarly, Railway Medical College at Thiruvananthapuram, Coach factory at Palakkad, Wagon factory at Cherthala etc. are also moving at a very dead slow pace. I humbly suggest that expeditious action may kindly be taken in this regard. In Kerala, Rajdhani Express is having stoppage in all the districts except Kasargod and Malappuram districts. Geographically and population-wise, Malappuram is the biggest district in Kerala. So, Rajdhani stoppage may kindly be allowed at Malappuram and Kasargod. Railway is the biggest employer in the country. According to the Sachar Committee Report, representation of minority in the railway employment is just about 4.5 per cent. I humbly request the hon. Minister to review the situation. I humbly submit once again that the case of Kerala requires sympathetic consideration.

**SHRIMATI BIJOYA CHAKRAVARTY:** I want to say that the Budget is without any substance. In this Budget, no railway line has been sanctioned. No industry of the railways has been given. One railway line from Luming to Barak Valley in Assam, which is called Badarpur, is a bottleneck. It took 17 years to complete a line. But it has not been completed yet. There is no rail line for the proper Arunachal Pradesh. I request the hon. Minister to extend the line to Parushrama Ganga where lots of people not only from all over the country but from the world go for pilgrimage. It is just a question of extension of a few kilometres. Guwahati is the only junction where all the trains start. The trains start at a right time but there is a delay of seven to eight hours while it arrives at the destination. Who is responsible for this delay of eight to ten hours? Who will give the explanation? The North-Eastern region has sensitive States. The General Manager should be a sensitive person. We get a very little response from the General Manager who is posted there. Coaches in the trains coming from North Eastern region are in a dilapidated condition. If it is so, it is very unfortunate. I have been praying for electrification of the line repeatedly. However, electrification of Assam trains has not even been started. The project of a bridge over Brahmaputra, that is the Bogibeel bridge, was an ambitious project started during the time of Shri Atal Bihari Vajpayee. It has not yet been completed. I want that one Garib Rath from Guwahati to Kolkata and Guwahati to Delhi should be started. Rail connectivity in the Districts of Darrang, Sonitpur, Dhemaji, and Lakhimpur which connect with Arunachal Pradesh, is almost zero. No new trains

have been sanctioned by the hon. Minister to connect those Districts. It is very unfortunate. There are nearly fifty lakh unemployed youths in the entire Northeastern region. They have got no other means and they ask for employment in the Railways. But hardly 5-10 per cent get jobs in the Railways. Vacancies in the North-Eastern region are being filled up by the people of the other States. This is very unfortunate. I request the hon. Railway Minister that he should take care for the development of North-Eastern region.

**SHRI GORAKHNATH PANDEY:** Railway is lifeline of the country. Today crores of people travel by train but even after 66 years of independence certain areas particularly villages of the country lacks basic infrastructure facilities. I have repeatedly requested hon'ble Ministers in the House but no concrete action has been taken. In the last budget doubling of Allahabad-Varanasi railway line was announced and survey work has been carried out. I demand that work on this line should be expedite and completed. In view of problem of traffic jam in Bhadohi city a proposal for construction of over bridge is sanctioned but this work should be immediately started and should be completed by the year 2013. I demand that stoppage of Shiv Ganga Express should be provided at Gyanpur Railway station. Stoppage of Purva Express should be provided at Bhadohi station. It will facilitate not only passengers but also the carpet business. Train No.1465-1466 should be run thrice a week. Stoppage of Kashi Express should be provided at Baria Rampur station. Gyanpur Road, Bhadohi, Handia and Janghai

stations of my parliamentary constituency may be included in the list for upgradation, beautification and extension work. Stoppage of Kamayani Express and Bundelkhand Express may be provided at Parsipur station. Work regarding setting up of rake point at Madhosingh station may be initiated after issuing order to this effect. My parliamentary constituency Bhadohi is lagging behind in the race of development. I sincerely demand that all my demands may be fulfilled in order to fulfill demand and aspirations made by people of my constituency.

**SHRI SAMEER BHUJBAL:** Maharashtra generates maximum revenue for the Railways. I had the hope that certain good projects would be announced for Maharashtra, however, that did not happen. However, I believe that Bansal Saheb would gift several new railway projects to Maharashtra in his reply to the railway budget. I have been requesting the hon. Minister of Railways for setting up a railway wagon and coach factory in Nasik for the last three years, but attention has not been paid to it. A large number of traders, service class people and students travel from Nasik to Mumbai on daily basis. A Jan Shatabdi train should be announced to facilitate them. A daily local train plies from Mumbai to Kasara. If this train is also be extended upto Nasik then it could also hugely benefit the people of Nasik. A large number of foreign, domestic tourists and businessmen visit Shridi, Trimbakeshwar and the growing industrial hub in Nasik. So announcement should be made to make Nasik a world class station. Taking a lesson from the recent serious tragedy at Allahabad Railway Station during Prayag

Mahakumbh, we should provide all kinds of facilities at Nasik railway station so that any untoward incident could be averted during the next Mahakumbh. The construction of a new railway line from Manmad-Indore to directly connect Nasik and Pune and a line between Malegaon-Dhulia-Nardana-Shirpur and Sendhwa should be announced. The Government of Maharashtra has already announced 50 per cent contribution for it. Besides the state Government has made preparations to spend 50 per cent for Nagpur-Nagbir, Warsa Daesganj, Garhchiroli, Karor-Chiplun. Rajyarani Express should be extended at least upto Dadar. The pace of work on new railway line between Ahmednagar-Beed-Parli is going on at a very slow pace. In view of the poor condition of local trains in Mumbai, there is a need to ply more trains in Mumbai. This railway line was sanctioned in the year 1995-1996 and only 15 per cent work has been done so far. The Government of Maharashtra has sent several proposals to the Ministry of Railways including construction of six new railway lines with 50 per cent share, some projects with 40 to 50 per cent share, 13 new railway lines, three gauge conversion and seven proposals for doubling of railway lines. I hope that the hon. Minister of Railways would give it a positive consideration and give necessary guidelines to the concerned departments for starting the above said works at the earliest.

**SHRI HARIBHAU JAWALE:** I oppose the indirect increase in the rail fare viz through increase in ticket cancellation charge. Sufficient funds have not been provided to complete the sanctioned works. There is no proposal in the rail

budget for providing better transportation facilities for agricultural and horticulture produce for the benefit of farmers. There are no proper loading and unloading facilities at stations and lighting and drinking water facilities at goods sheds should also be provided. Some new trains should be introduced viz. between Dadar and Bhopal to leave Dadar at 11.45 pm everyday, a passenger train between Shegaon and Pandharpur, a new Jan Sadharan from Bhusawl to Mumbai for ladies only leaving Bhusawal around 8.00 am, a new Jan Sadharan Express from Bhusawal to Pune with stoppage at Pachora and Nandura. Rajyarani Express, Panchvati Express, Manmad-LTT Express and Akola-Kacheguda trains must be extended upto Bhuswal. LTT-Haridwar Express must be made a daily train. A Rajdhani train should be provided to cover Nasik City. Stoppage to Nagpur-Pune Express must be provided at Nandura, to Gitanjali Express at Malkapur, to Patna-Pune Express at Raver, to Kamayani Express at Raver on permanent basis and to Hyderabad-Ajmer Express at Bhusawal. 50% relief in fare of horticulture trains should be given to farmers and free passes should be given to Florence Nightangle Award holders. 50% concession given to senior citizen women should be made available to all women irrespective of age. Horticulture coach, cold storage wagon building and Rail Neer manufacturing plants should be established at Bhusawal. Full financial grant should be given for completion of foot over bridge at Bhusawal. Sleeper class tickets without reservation should be issued for all mail/express trains. Air conditioned cargo stations at Savda and Raver stations should be provided. Helpers and vendors working for railway canteens for 22-25

years should be absorbed as group 'D' regular railway employees. Adequate toilet facilities at platforms should be provided at all railway stations and their cleaning should be ensured. Computerised reservation window at Savda station should be provided. More coaches should be added to all passenger trains.

**DR. ARVIND KUMAR SHARMA:** Several provisions have been made for Haryana in this Railway Budget. Provision has been made for rail coach factory in Haryana. An ancillary unit of the coach factory should be set up in Karnal. Attention should be paid towards the problems of National Capital Region. More daily passenger trains should be run in the NCR. A parallel ring railway track should be laid along Kundli-Manesar-Palwal Express highway and linked with metro stations. Rail connectivity should be provided between Panipat-Meerut and to Asand. Employment in railways should be ensured to be given state-wise. All facilities for model stations should be provided to Karnal and Panipat. The work on Gharaonda Underpass should be started at the earliest. Chandigarh-Bandra Express should be given stoppage at Karnal. Rohtak to Panipat via Guhana-Israna train should be given stoppage at Israna. Attention should be paid towards problems of Samalakah and Charon railway station and Nilo-Khei and Taranvati. Treks between Delhi to Chandigarh, Delhi to Jammu – Tawri and Delhi to Amritsar should be upgraded as model tracks. Facility of diagnostic test should be provided at Central Railway Hospital.



**SHRI KABINDRA PURKAYASTHA:** North East is the most backward particularly in respect of communications. The Hon. Minister could do more to spread network of Railways in this most undeveloped part of the country. Though some on-going projects have been mentioned, the most important project of Gauge Conversion of Lunding-Silchar did not get such importance. There should have been mentioned the target date of completion, other difficulties relating to the projects and whether there is any constraint of fund etc. I passionately want this project to be completed within December 2013 as declared by the Hon. Minister and concerned officials engaged with the project. Demand of the Whole Barak Valley people to name the Silchar Railway Station in memory of Eleven Martyrs who scarified their lives for the sake of Bengali language should be implemented at the earliest. If station in other states can be named in the name of great persons why not this is to be done? So I demand that this should be fulfilled immediately. The plight of the Railway passengers of the Southern Assam, Tripura, Manipur and Mizoram should be addressed. There is no proper network of Railway Police Force and as a result very often dacoit and harassing of passengers are happening. The Railways should take steps particularly for this region. The timings of the trains should be adjusted looking to the advantage and safety of the passengers.

**SHRI NARAHARI MAHATO:** This Railway Budget is an anti-people Budget. The Government has reserved 30 per cent seats for Tatkal Quota. The survey of the railway line from Jharagram to Adra via Bandowan covering the naxal-hit areas, Maoist areas and hilly areas including the Jangal Mahal area has

been done and the survey has provide to be a viable one. It has not come up in the Budget. There is no railway line in five or six blocks in my district including the Jangal Mahal area. I putforth some demands in writing to the hon. Minister of State for the Railways. But no demand has been included in the Budget. Only a double-line survey from Purulia to Kotshila has been ordered in the Budget. If Purulia to Kotshila line is made into a double-line, the, Ranchi, Bokaro, Durgapur and Tata City would be connected to Purulia. I request the hon. Railway Minister to improve the infrastructure of the Railway Hospital in my constituency in the Adra Railway Division immediately. There is an urgent need for construction of an overbridge at Adra Railway Station. I request to introduce a Super Fast Train from Purulia to Howrah via Asansol. Bhubaneswar Rajdhani Express and Ranchi Rajdhani Express, Bokaro Jalda and Muri should be given a stoppage at Jalad in West Bengal or in Muri in Jharkhand. Halt station of Purulia should be allowed and another halt station at Sidhi-Jamra should be allowed. Fill up all the vacancies in the Railways, including clearing of all the backlog vacancies reserved for the Scheduled Castes, Scheduled Tribes and Other Backward Classes.

**SHRI PRASANTA KUMAR MAJUMDAR:** The unique thing about the budget is that the names of the projects which are announced in the first year are never found in the subsequent years. Each year, the allocations for various projects get slashed. In my constituency, a particular factory project has not been mentioned anywhere. Sealdah-Gaur express can be extended upto Balurghat. Rail service in South Dinajpur is next to nil. There is only one train which connects

Balurghat headquarters with Kokata. Either extend it upto Balurghat or introduce a new train. Why can't you have a new train for Balurghat? Only announce those projects which can be actually completed within a stipulated time. Eklakhi-Balurghat sbline in the Northern Frontier Railways has stations in extremely poor conditions. Number of trains is also very less. North and South Dinajpur districts have ill-developed railway infrastructure. West Bengal has been deprived this time on all counts. Passengers fares, freight charges have increased, price of diesel has gone through the roof and this budget is directionless, vision less, focus less.

**SHRI SHAILENDRA KUMAR:** Rail is the lifeline of our development. Everyone wants facilities in the country. There is a need to pay special attention on security and cleanliness of trains. The Departments of railways always respond in negative manner on writing to them. Major pilgrimages, historical places should be connected with railways. Pratapgarh and Kaushambi are cities of historical and religious importance. The quality check has not been paid attention in the work carried out at Kunda Harnamaganj stations of Sirayu and Pratapgarh. Rackyards may be set up at stations and goods trains may introduced so that urea, manure and grains may be sent to other states from northern India. Good express trains should be provided stoppage at the aforesaid three stations. A train should be introduced from Bhwani to Mumbai. Flyover bridges and underground bridges may be constructed to reach Kaushambi district headquarters and other religious, historical places. Flyover of underground bridges may be constructed at railway crossings of Rohi, Bharwanj, Sirayu and Kunda Harnamganj stations. New Delhi Shatabdi

Express may be introduced from Allahabd or New Delhi-Kanpur Shatabdi Train may be extended upto Allahabad. A fast express train may be introduced between Lucknow-Allahabad which reaches there within 3 hours. By introducing trains from Subedenganj, Prayag Naini stations after their expansion, the pressure on Allahabad junction would be reduced. Plots may allotted to persons belongings to Scheduled Castes/Tribes and Backward Classes on the vacant land of the railways so that they may run business from there.

**SHRI MAROTRAO SAINUJI KOWASE:** Hon. Minister has announced in his budget speech to convert Nagpur-Najibid narrow gauge line into broad gauge line in eastern naxal-affected area in my parliamentary constituency Godhchiraulti-Chimur despite the shortage of resources. People of my constituency had been waiting this announcement for a long time. Laying a new railway line from Vadsa to Gadheroli was in the budget the years ago. But this proposal has not been sanctioned by the Railways Board so far because of which work on it has almost stopped due to non-allocation of funds under this head during the last two years. Maharashtra Government is ready to bear 50 per cent expenditure likely to be incurred on both these projects. The best way to develop naxal-affected areas is to connect that area with railways. Funds for railway projects in naxal-affected areas may be provided on priority basis as special criteria adopted in border areas and zones. Hon. Minister has don a very good job in tis budget by giving preference to backward areas in comparision with those which have already developed. I request Hon. Minister to make efforts to the comport

and security related requirements of pilgrims and the railways should make fool-proof arrangements to ensure that any accidents may not take place in future.

**SHRI DANVE RAOSAHEB PATIL:** The people of Maharashtra has been disappointed by the rail budget as the rail Budget has not provided Maharashtra in comparison to the revenue received from the State. After a long period Ministry of Railways is with Congress and we hoped for more provisions this time from the budget. People of Jalana have a long awaited demand regarding rail line from Jalana to Khamgaon. Even after conducting the survey three-four times of this rail section, having length of 155 km, nothing has been done in this regard. I request to include Jalgaon-Sholapur-Khamgaon-Jalana section in this Budget. Manmad, Nasik, Aurangabad, Jalana and Nandad stations are in very bad condition. Construction works of Jalana station was completed two years ago but it has not been inaugurated till date. Besides, survey of Nagar-Bid-Parli-Latur-Nandad section in Maharashtra is still incomplete and Nasik-Pune rail line should be included in this rail Budget. People of Jalana demand that Janshatabdi starting from Aurangabad may be started from Jalana.

**SHRI UDAY SINGH:** Deployment of four additional companies of R.P.F. for the security of women is a very welcome step. Besides, renewal period of passes issued to the families of freedom fighters has been increased upto 3 years. Target of issuing of 72,000 tickets per minute is a great bonanza for next generation. A programme has been made for providing a skill training to our youths under National Skill Development Programme. I thank you for fulfilling

47,000 backlog vacancies for handicapped and adopting PPP model in railways. A weekly train between Jabalpur and Yashwantpur via Nagpur proposed in the Budget should at least run three days a week. The Jabalpur-Nagpur-Amravati train which runs three days in a week has been proposed to run on daily basis. We have been demanding for the electrification of Itarsi-Jabalpur-Manikpur rail line for a long time. It is an important rack between Howrah and Mumbai and long distance trains running on it. Sometimes, coordination with state governments are not possible as the governments in states are of Opposition parties. In such situations, Ministry of Railways should take initiatives on its own behalf for speedy construction of over bridges in states. I would like that the work may be done on these projects for which surveys have been completed and in future new Chhindwara-Kareli-Sagar rail line should be sanctioned. We demand an EMU train between Bina-Bhopal-Itarsi. Stoppage of train No. 11463/11464. Somnath Express may be provided at Sohagpur alongiwth the stoppage of train No. 11471/11472 at Bankkhari. Stoppage of train nos. 12295/12296, Sangmitra express maybe provided at Gadwara station. Stoppages of fast passenger trains may be allowed at Junheta and Gurmkhadi stations on Itarsi-Jabalpur section. Piparia station may be developed as model station. Tourist will be benefited directly through it. In all long distance express trains a general compartment may be attached for common people. Such a mechanism should be developed so that people may know about the person or the Government on whose initiative work has been done.

**SHRI GORAKH PRASAD JAISWAL:** Through you, I would like to draw attention of the Minister of Railways towards the passenger train no. up-55101, 55103, 55145 and DN 55106, 55102, 55146 and 55104 running on Barhaj Bazar-Salempur Bhatani section under Varanasi division of North-Eastern Railway of my Parliamentary Constituency. This popular train is also called as ``Life Line Train.'' The then British Government laid rail line from Salempur to Barhaj in the year, 1886 keeping in view the industrial and commercial importance of Barhaj. This Barhajia train is the only source of movement for thousands of farmers, student, traders and other people of this rural and most backward area which is being discontinued by the Railway Board due to its running in loss. The life of people of this area will be badly affected due to discontinuation of this train. From the day, Railway Board has started process to discontinue this train, public protests have started. Therefore, I urge upon you to continue these trains in public interest and the decision of the Railway may be withdrawn. I also made a demand to the Railways several times to extend these trains upto Varanasi, Chhapra, Gorakhpur and Lucknow but no action has been taken so far in this regard. Moreover, even after completion of survey of laying of new rail line from Barhaj Bazar to Faizabad sanctioned in this budget, 2005, work has not been started so far. I demand that the laying of this new rail line may be started without any delay. A goods shed may be set up at Barhaj and stoppage of Bihan Sampark Kranti Express and Garibrath Express at Deoria Sadar Station and stoppage of train no. 15103 DN Intercity Express at Gauni Bazar railway station may be provided without any delay.

**SHRI KAMESHWAR BAITHA:** I thank the Hon. Ministers of Railways for granting sanction for laying Barbadi-Chirmiri rail line and making provision for doubling of rail track from Garhwa to Ramna. Frequency of Garib Rath has also been increased for a day. When shri Lalu Prasad was Minister of Railways, foundation stone of new railway line from Sherghati to Daltanganj was laid. The survey work of the above line has already been completed. Its estimate has also been ready. People of Palamu, Chatra, Gaya and Aurangabad Parliamentary Constituencies are waiting for this rail line. I request the Hon. Ministers to accord sanction to Sherghati-Daltanganj Railway line. I had raised some problems relating to my Parliamentary Constituency. There is Garvha Road Railway Station in my Constituency where people from four states namely Chhattisgarh, Bihar, Jharkhand and Uttar Pradesh come. Each day some mishappenings take place there. I demanded for construction of foot over bridge on the above railway station. I request the Hon. Minister to grant sanction for construction of foot over bridge frequency of some important trains should also be increased. Howrah-Bhopal Express and Howrah-Ajmer Express should be run thrice a week. The frequency of Ranchi-Delhi-Ranchi Samprak Kranti via Daltanganj should be increased. There are a few trains between Ranchi to New Delhi. There is Swarna Jayanti Express, which has been cancelled for two months due to fog. It is requested that the above train should be run permanently.

**SHRI R. K. SINGH PATEL:** Following demands may be included in the railway budget for the year 2011-12 train no. 12176/12177 Chambal Express



should be run daily and it should be extended from Agra to Ajmer via Jaipur, train no. 18203/18204 Belima Express should be run daily and it should be extended from Kanpur to Haridwar, train no. 11069/11070 Tulsi Express and train no. 12535/12536 Lucknow-Raipur Garibrath should be run daily Railway lines from Manikpur Junction to Jhansi via Chitrakoot Dham Karvi and Banda and Banda to Kanpur of North Central Railway should be doubled; Chitrakoot Dham Karvi Railway Station and Manikpur Junction, should be upgraded to model Railway Stations and modernisation of station premises should be covered in the budget, the route of Rewa-Delhi Express with train no 12427/12428 should be changed and it should be run from Rewa to Delhi via Manikpur, Banda and Kanpur, Kanpur-Chitrakoot Express Train No. 14109/14110 should be extended from Kanpur to Lucknow, signal/control systems on old railway lines in Jhansi, Manikpur and Kanpur, Khairada of North Central Railway should be replaced with new computerized signal/control systems, Sampark Kranti Express train no. 12447/12448 from Hazrat Nizamuddin to Manikpur should be run daily and Udaipur-Khajuraho train no. 19665/19666 should be extended up to Chitrakoot, the place of historical and religious importance.

**SHRI P. L. PUNIA:** Operation of MEMU Train is very essential hence inaugurate the MEMU train as soon as possible and fix a date for laying foundation stone to implement the announcement regarding railway overbridge. There is Rs.63,363 crore annual plan outlay in this budget, this is the highest plan outlay till now. My Constituency is very backward. Ministry of Human Resource

Development have also declared it as educationally backward. Moreover, Barabanki is a minority and weaver dominated area. UPA has always been committed to the interests of minority and weavers. The weavers can transport their goods through major stations of Barabanki. So, I request for halts of Train No. 12553—12556, Gorakhdhan Express, 18207-15202 Dura Gorakhdam Express, 14307-14308 Allahabad –Bareilly passenger, 13237-13238 (Patna Mathura Express) 13239-13240; 14205-14206 (Faijabadad-Delhi Express); 15211-15212 (Jannayak Express); 15209-15210 (Sahrasa. Amritsar Jansava Express) 15210-15211 (Amritsar Sahrasa Jansava Express) at Barabanki and 14015-14016 (Sadbhawana Express) at Haidergarh. It was decided in 2010 to make Barabanki station of my constituency a model railway station but there is no such facilities like AC waiting rooms, separate building for rail ticket reservation at Barabanki Railway station which is an urgent need of them. Upgradation of medical facilities at Barabanki Railway station. In railway budget the Government have announced to establish health medical infrastructure facilities on railway land. Barabanki Railway station is also included in proposed 50 OPD and diagnostic centre. But no work has been started in this regard on the spot. The proposed work for Barabanki Railway station should be started soon and trauma centre should also be established by extending these facilities.

**SHRI JOSE K. MANI:** Railway Ministry is going through a huge cash crunch problem but when we make a comparative analysis, the share, my State, Kerala has got is only a meager share, that is, in terms of new projects, with regard

to fund allocation for the on-going projects and with regard to new trains. In the previous Budget, a lot of projects were announced for the State of Kerala but till now the major projects have not been commissioned or have not started at all. My humble request is that for the on-going projects or for the announced projects, sufficient fund should be provided to kick-start the projects. The most important ongoing project is the doubling of railway lines. Once this project is completed, then only new trains can be started. But, the allocated fund is very nominal. Only five crore rupees have been allotted for the stretch between Kuruppanthara and Chingavanam whereas for land acquisition alone, it requires about hundred crore of rupees. The total project will cost about more than Rs.200 crore. IN a meager amount of five crore of rupees, nothing can be done. My request is that sufficient fund should be provided for doubling work and it should be given the top priority. In the previous Railway budgets of 2011-12 and 2012-13, a coaching terminal was announced at Kottayam and Nemom. But mention of it has been made in this Budget and there has been made no provision for it. I request the hon. Railway Minister to provide sufficient fund for the Coaching terminal project. The announcement of coaching terminal at Kottayam by the Railway Department, the Kerala Government has come with a huge project of mobility hub. In the last Railway Budget, seven most important railway stations were declared as 'Adarsh stations' in my constituency. But, at none of the stations upgradation work has been started. I request the hon. Minister to extend the Kollam-Kottayam Passenger train up to Ernakulam. In the previous budget, a provision to start PRS has been given

to all the Members of Parliament. If we are able to start a PRS with the tie up of Postal Department, definitely rush in the main railway stations will be reduced, it will smoothen the functioning of the railways and will benefit thousands of commuters also. Sufficient funds should be provided for the doubling work, extension of the passenger train and also the PRS proposal I have put forward.

**SHRI SHIVARAMA GOUDA:** In the Budget of year 2013-14, a provision for a new railway line has been made. But in this budget even not a single penny has been kept for the same. The work of laying new railway line has been going on with slow pace in Mureerabad - Mehboobnagar for the last 15 years. The provision for funds about Ginnigeera and Budgampa has not been made. The provision for funds at least upto Gangawati be made that lies 46 k.m. I would like to say that sufficient funds should be given for this. The work of doubling of railway line which was to be started from Hoobly is going on upto Gadag and Houspat but with a slow pace. About new line Almati and Kopal, it was written about last time survey but in this budget even not a single word is written about it. I asked the Hon. Minister about commissioning the new trains – Chennai-Mumbai, Chennai-Vasco and Gulbarga –Dharwad because two High courts Gulbarga and Dharwad comes under it. I would also like to know about additional grants for Mureerabad – Mehboobnagar.

**SHRI DEVJI M. PATEL:** There has been no expansion of passenger amenities on 223.44 k.m. long Samdari Bheeldi section. Metre guage on this section was converted into broad guage in 2005. But the passenger train running on

this metre gauge was discontinued. From 2009 till date, this Government has presented four budgets and yet it has not been able to introduce a single passenger train in Jalor district. In each session, I have been raising the demand for a passenger train during zero hour, Matters under Rule 377, Question Hour. Passenger train between Jodhpur and Ahmadabad should be re-introduced. The proposal to run Jodhpur- Ahmadabad Express train on weekly basis , be run on daily basis and its stoppages should be provided at Jalore, Raniwada, Modran and Shinmal stations. Bikaner express 12490 between Dadar and Jodhpur be run on all week days. Jodhpur- Bhildi 54821 train be extended upto Palanpur. Memu train between Ahamadabad and Abu Road be extended upto Falna. Jalore and Palanpur should be connected by direct trains with Gujarat, Maharashtra, Karnataka, Tamil Nadu and Bengal. Government should provide train link between Bengaluru to Jodhpur, Hyderabad to Jodhpur, Coimbtore to Jodhpur Chennai to Jodhpur via Samdari, Bhildi. Rail link should be provided to Sirohi and Jalore.

**SHRI M.K. RAGHAVAN:** I request Hon'ble Minister that POH Periodic Overhauling facility should be established in Kerala, along with the suggested Zonal headquarters. My request is: Pit Line should be set up at Kozhikode. Extension of Calicut-Shornur Train to Guruvayyur should be provided. Extension of T No. 16517 Yashwantpur-Kannur to Kozhikode should be provided. The present tri-weekly Rajdhani Express train service between Trivandrum and Hazart Nizamudin has to be made a daily service. Demu service should start from

Kozhikode Mangalore daily. I request the Minister to include Kozhikode Railway station among the stations enlisted for introducing Executive Lounge.

**SHRI SANJAY NIRUPAM:** After 17 years the Rail Budget for the year 2013-14 can be said to be the budget of the nation as a whole. In this budget, all those neglected areas have been taken care of. I would like to request that there should be no hurdle in the funding process for on going projects in Maharashtra. I express my gratitude for providing 72 local trains especially for Mumbai. There has been an announcement to conduct survey for providing new rail track from North Mumbai onwards. I wish that the survey of the said rail track be completed at the earliest and work should start. Alongwith the said railway track, we also have a very ambitious project of elevated rail corridor. We have two railway corridors namely, Church Gate to Virar on Western Route and V.T. to Thane on Central route which are proposed for the first time in the country to be implemented under PPP model. I would like that both the projects be implemented under PPP modal at the earliest. After the implementation of this project the efficiency of the Railways would increase tremendously and the speed of the trains would also increase to a great extent. But it should be completed at the earliest. Our present C.M. has sent a letter to the Ministry that in case any rail track has to be laid in the state by slum clusters, the Minsitry will have to provide PPP before removing the slum clusters. The expenditure of this year will be borne by Maharashtra Government and the Ministry equally as has been promised by the state government. We had got an announcement made last time for an additional

train for Kutch but the same has not yet been implemented. I would like to request that it should be implemented at the earliest. Even today, there is no direct train between Mumbai and Jaunpur. I would like to request the Minister that a direct train for the said destinations should be provided at the earliest. The weekly train between Bandra and Patna be run twice or thrice in a week by increasing the frequency. I want that doors of local trains be connected into automatic door in a phased manner. I also want that a separate coach be provided in local trains for senior citizens. We have constructed 40-50 subways between Churchgate and Dahisar but these are not being maintained by the Railways. A new policy should be evolved for their maintenance. I would like to demand that local passengers of Mumbai should be given 30 percent of passenger amenities fund. Railways have 14 lakh employees. There is a provision of special quota for handicapped and sports persons. I would like to say that it needs to be looked into because a racket has come up which prevents genuine handicapped and sportspersons in getting employment.

**SHRI M. KRISHNASSWAMY:** I demand the budget announcement for second coach factory in Tamil Nadu be implemented without further delay. The Villupuram-Dindigul doubling project must be speeded up and implemented early. About eight years ago, Tindivanam to Nagari new line project was announced. I demand the Ministry should sanction 200 crore for this project during current year in view of the inordinate delay in the implementation of the project. The same is the case with Tindivanam to Tiruvannamalai new line project. The Govt. has

sanctioned only 20 crores this year. I demand 100 crores be released during current year. The bridge across Palar river should be implemented without further delay. Work on bridge over Cheyyar river should also be taken up on priority basis.

**SHRIMATI POONAM VELJIBHAI JAT:** Kutch District of Gujrat, which is a big salt producing district, should be given salt racks on time. Trains announced in the last budget should be started before the new budget is announced. These trains are one full AC train from Bhuj to Bandra (Mumbai) and another train from Bhuj to Shalimar (West Bengal) via Madhya Pradesh. Some trains should be diverted from Ahmedabad to Punjab from Bhuj. Fare should not be increase in any manner.

**SHRI R. DHRUVANARAYANA:** I thank the hon. Minister for resumption of work on new line project of Bangalore-Chamarajnagar. Hon'ble minister is requested to provide adequate funds to this new rail line and to make stringent time plan to complete the project; to introduce new train between Chamerajnagar and Bangalore via Mysore and to extend 06228/07301 Shimoga (Talguppa) to Mysore and 17301/17302 Hubli to Mysore train upto Chamarajnagar.

**SHRI OM PRAKASH YADAV:** Work to build a rail line from Majhi station in Chhapara district to Lar station in Uttar Pradesh via Siswan, Darauli, Raghunathpur, Ghutani in Siwan should be started at the earliest while allocating funds for the same. A statue of the first President of India, Dr. Rajendra Prasad should be installed at Railway station in Jiradei which is his birth place.and this station should be developed as a Model Railway station. Siwan Railway station



should be developed as model Railway station. A Jan-Shatabdi Express or Rajdhani Express should be introduced from Kolkata to Delhi via Gorakhpur.

**YOGI ADITYA NATH:** The provisions for making Indian Railways economically viable are lacking in this budget. There is no mention about the funds to be arranged for safety and modernization. The target for doubling the track and electrification has not been achieved. At this pace how Indian Railway will become world class and how the vision 2020 target will be achieved. Whether financial burden as a result of filling of 1.52 Lakh vacant posts has been assessed? Not taking action against persons responsible for accident at Allahabad railway station is against public sentiments. Effective steps should be taken to check infructuous expenditure and to curb corruption. No attention has been paid on making commercial use of railways surplus land by opening medical college, nursing college and para-medical college on it. Ignoring strategic and development proposals is disheartening. Problems related to North-Eastern railway should be resolved on priority basis. A locomotive factory was there in Gorakhpur which has been shut down. It should be modernized and revived; Rajdhani/Shatabdi Train between Gorakhpur & Delhi; super fast train between Gorakhpur-Kolkata; Intercity train between Gorakhpur and Allahabad via Ayodhya should be introduced; local trains upto a distance of 100 KM in Gorakhpur should be introduced and survey for feasibility of Metro train should be done; flyover bridge at all unmanned railway crossings; Introduction of a superfast train between Gorakhpur-Mumbai; providing pantry car facility in Gorakhdham express and

change of its departure time at 07.00p.m.; change in schedule of Saptkranti superfast at 05.00 p.m. and departure by Anand Vihar; provision of approach road and ticket counter on the northern side of Gorakhpur Junction should also be done. Flyover bridge be constructed at Nandanagar on NH28, Nakha railway crossing, Hudhawa level crossing, Peppeganj level crossing, Maniram level crossing, Pipraich level crossing, Campearegunj level crossing. Jungle Nakha Cantt., Peppeganj, Campearegunj, Maniram, Sahjanvan, Jagatbela and Pipraich stations should be upgraded and all the passenger and major express trains should be given a halt at these stations. Gorakhpur-Haridwar-Dehradun bound Rapti-Ganga Express should be run daily. A new railway line should be laid between Budhalgung-Dohrighat via Bansgaav from sahanvanva.

**SHRI ANTO ANTONY:** Train accidents had been one of the major problems across the country. We have to go a long way in achieving our great mission of zero accident. It can be achieved through eliminating unmanned level crosses in the country. The Government should expedite the process in eliminating unmanned level crosses. I congratulate the Government in its initiatives to strengthen the security of women passengers. Railways have already created four companies of women Railway Protection Force personnel and moving to set up more companies of women RPF. Kerala got only two weekly express trains, despite the number of inter-state passengers are fast increasing in the State. The meager allocation of Rs. 216.83 is not sufficient to meet the requirements such as new railway lines, doubling and electrification. The State has oversaturated lines.

Without line and terminal capacity, Railways cannot introduce new trains to Kerala. People have been waiting long for Sabari Rail Line. If it is completed, the new line would be a great relief to four crores of devotees pay pilgrimage every year to the Shrine of Sabarimala. I request the Government to kindly consider the plight of Keralites living in Chhattisgarh. Due to lacking direct trains, they have to travel by connecting trains up and down Kerala. Extension of Bilaspur-Ernakulam via Tiuvalla would be a great relief not only to Keralites but also thousands of South Indians who travel in this route.

**SHRI TUFANI SAROJ:** There is no improvement in the condition of Railways. On the one hand the condition of sanitation in trains is deteriorating and on the other, the prices of eatables are soaring. Passengers are served stale food. It is clear that there is a nexus between the contractor and the officials. Prices of diesel are increasing constantly. 17 per cent of the total expenditure on railways is spent on its fuel. All over the world trains are run with electricity. In our country only 20,000 kilometer of 64,000 kilometer line is electrified. If diesel is substituted with electricity in the operations of train the railways will save huge money. Security is a matter of great concern in railways. Many hon. Members have raised this issue but no measures have been taken to fill up the backlog of 17000 security personnel. There is no double track for 60 kilometer distance between Jafarabad to Jangai, Narnad NR railway Shikhand to Mariyahun. Unless train from Jangai reaches Marihayun, other trains cannot cross. There is sufficient land in Barmadi station. If double track is laid there, the rail traffic would become

smooth. Allahabad-Faizabad train runs once a week. Its frequency should be enhanced. Mumbai-Allahabad Duranto train should be extended to Jangai – Banaras so that North Indian passengers living in Mumbai will get relief.

**SHRI RATAN SINGH:** I request the Government to issue instructions for manufacture of Railway wagon in Bharatpur Birla Simco wagon factory as per its capacity so that thousands of youth from Bharatpur get employment. The construction of LC - 252 bridges on Bharatpur Nadvai track and Bharatpur-Mathura track should be completed at the earliest. The damaged bridge at Bharatpur junction should be constructed. The construction of a new railway line from Bharatpur to Koshi via Dig and Kama should be sanctioned. The construction of Tatpur-Bansi Pahadpur new railway line should also be approved. A super specialty hospital should be set up in Bharatpur. A super specialty diagnostic centre should also be constructed in Bharatpur.

**DR. BALIRAM:** I request the Government to introduced new trains from Azamgarh to Bangalore Mumbai and Gujarat. Azamgarh railway has been declared a model station but in spite of repeated demand a second platform has not been constructed as yet. It is requested that another platform should be constructed here at the earliest. It is also requested that a foot over bridge should be constructed in Azamgarh railway station so that passengers may move from one platform to another. Kaifiyat Express should be run from Azamgarh to New Delhi in place of Old Delhi. Pantry car should be provided in the Kaifiyat train. An AC-II compartment should be added in Chhapra- Lucknow- Saryu- Jamuna express.

**SHRI ARUN YADAV:** Public Private Partnership model has not come of its age. It is requested that the Railway Ministry, Planning Commission and Finance Ministry should bring about policy reforms in this regard so that PPP model is implemented. There was a proposal to lay Indore Manmad rail line in Madhya Pradesh on cost sharing basis. 50 per cent of its cost was to be borne by the Government of Madhya Pradesh and Maharashtra. The Government of Maharashtra agreed to release its share but the Government of Madhya Pradesh has not given its consent so far. These areas are very backward. The barren land of this area can be used to set up industrial unit and SEZ. The three tribal dominated districts Dhar, Khargaon and Badwani have not been able to be connected with Railways even after 66 years of Independence. There is no rail line in 120 kilometers radius from Badwani. The survey report of railway has termed it non-backward and commercially unviable whereas the reality is just the opposite. I request the Government that new rail line should be sanctioned for this area and proper allocation of budget should be made for this. Many years ago, the conversion of Ratlam-Mahu-Khandwa-Akola rail line had been approved. Its work should be expedited. I request the hon. Rail Minister that the work of gauge conversion of Indore-Khandwa section should be completed in the financial year 2013-14.

**SHRI SAJJAN VERMA:** I support Rail Budget, 2013-2014 which has been presented by you. Minister of Railway has won the hearts of the people of the country by presenting a simple Rail Budget. There has been no increase in rail

fare nor any cess has been imposed on the public. All the provisions regarding security concerns have been looked into Rail Budget. There are some discrepancies on which I would like to attract your attention. The decision to close thousands of unmanned railway crossing is not a reasonable one. I would like to request the Minister of Railway to formulate a system so that the crossings are automatically closed 10 minutes before coming of the train and also automatically open after passing of the trains. During last budget session 2012-13, an announcement was made to carry out a survey of a rail line between Ramganj Mandi-Jhalawar via Ujjain. But even after one year the survey has not been conducted. I would like to urge upon the Minister of Railway to issue an order to setup a survey office in Agar (Shajapur) at the earliest. Necessary instruction for carrying out Survey on Devas to Sonkachh via Hatpipaliya and Sonkachh to Bhopal via Ashta Sihor rail line and the work on this line should start at the earliest.

Stoppage of Puri-Balsad train at Shujalpur; Stoppage of train no. 19325 and 19326 Indore Express at Shajapur; Stoppage of train no. 19053 and 19054 Surat-Muzaffarpur at Shajapur; Stoppage of train no. 19239 and 19328 Indore-Nagpur-Indore at Bairchha; Stoppage of train no. 14323 and 14324 Indore-Habibganj-Indore at Bairchha, and Stoppage of train no. 11471 and 11472 Jabalpur-Indore-Jabalpur overnight at kalapipal. There should be separate ticket reservation counters for reserved and general tickets at Shajapur district head quarter. Train no. 59379 and 59380 Indore-Maksi-Indore stops at Maksi station for four hrs, the train should be extended upto Shajapur. A road under bridge (sub-way) should be

constructed at level crossing no. 80 on Ujjain-Bhopal section near Shajapur and another road under bridge (sub-way) should also be constructed at level crossing no. 31 on Indore-Devas section near Devas.

**SHRI RAVINDRA KUMAR PANDEY:** I would like to request for giving extension and halt in respect of following trains and stations. Kolkata-Ajmer weekly train nos. 19607 and 19608 should be given a halt at Khusro station which happens to be our home station. Chandrapur junction is important because of power plant and coal belt in the area. Tata Nagar-Amritsar Jalianwala Express trains nos. 18103 and 18104, Ranchi-Kamakhya Express train nos. 15661 and 15662, Hatia-Jainagar Express train nos. 18605 and 18606 and Ranchi-Patna Jan Shatabdi Express which links Jharkhand and Bihar and also Ranchi-Hawrah Intercity Express should be halted at Chandrapur junction. I would also like to submit that Asansole –Ahmedabad Express should get a halt at Gomo which is a famous pilgrimage of Jainis. Hawrah-Gandhidham Garba Express, Hatia-Lokmanya Tilak Terminus Express should also be given a halt over there. Hatia-Gorakhpur Express and Hawrah-Jabalpur Shaktipunj Express should be halted at Pulari Tand. Moreover, Ranchi-Patna Superfast Express which connects two states should be halted at Telo Station. Ranchi-Baijnathdham Express should get a halt at Nichitpur. Moreover, trains nos. 17005-17006 which goes upto Chhattisgarh should be halted at Bermo. Darbhanga-Secandrabad trains nos. 17007-17008 and train nos. 13425-13426 Malda Town-Surat Express should be halted at Katras and Chandrapur junction of East Central Railway. Moreover, trains nos. 6359, 6360

Gomo-Barkakana Express should be extended upto Asansol and trains nos. 22845 and 22846 Hatia-Pune Express should be extended upto Dhanbad. A direct trains from Dhanbad to Delhi should also be started which will benefit the people and earn revenue for Railways. A direct train from Giridih to Patna and Hawrah is also required. Moreover there is a need to run an EMU from Barkakana to Asansol. I would also request that taking together the DRM Office Dhanbad and Bokaro it should be a converted to a Zonal Office.

**DR. THOKCHOM MEINYA:** I rise to participate in the General Discussion on the Railway Budget 2013-14. Railway Budget is inclusive both in content and in quality. National project of Udampur-Srinagar-Baramulla and other first time, the State of Arunachal Pradesh has been brought into the rail network and Harmuti-Naharlagun line will be commissioned this year. I would request the Railway Minister to see that the time is not extended further. I would urge the Union Government, particularly the Ministry of Home Affairs to look into the provision of having a dedicated security service for all the projects that were sanctioned for the Northeastern regions where difficulty prevails. I wholeheartedly support the Railway Budget, 2013-14.

**SHRI NARAYAN SINGH AMLABE:** I request the Hon'ble Minister that an amount of Rs. 200 crores may be sanctioned on priority basis for railway line from Ramganj to Bhopal and its new estimate may also be sanctioned.

**SHRI SURESH KASHINATH TAWARE:** Under Central Railway 32 frequencies of trains were proposed for 'Kasara' and 'Karjat' from Mumbai but



only two frequencies have been provided till date. So frequencies for Karjat and Kasara should be increased. Construction works/revival of two stations in Central Railway-Umbermal (between Kasara and Kharadi) and Tanset (between Aatgaon and Kharadi) should be completed. New trains from Chhatrapati Shivaji Terminal to Churchgate (via Bhiwandi) and from Churchgate to Chhatrapati Shivaji Terminal (via Bhiwandi) should be introduced. The canteens at Kasara, Kharadi, Hatgaon and Wasind should be restarted soon. Home-platform facilities at Asangaon station may be started. More trains should be introduced on Diwa-Bhiwandi-Vasai-rail route.

**SHRIMATI PUTUL KUMARI:** District Banka has always been neglected from the view point of railway facilities. There is not even an inch of space in Inter-city Express. It is the demand of the people of that area that two general bogies and one AC coach should be attached to it. Funds should be provided for completing remaining phases of Deogarh Sultanganj project. Passenger facilities should be upgraded at the Banka railway station. Bhagalpur-Yashwantpur Express should be extended upto Banka. Bhagalpur Express and Ajmersharif Express run once a week. These should also be extended upto Banka. Bhagalpur-Ranchi Express should be run from Banka. Garib Rath train should be provided a stoppage at Sultanganj. Besides, a railway hospital should be constructed at Sultanganj railway station.

**SHRI RAMESH BAIS:** This Budget has disappointed both Members of Parliament and public. Minister of Railways has presented the budget for

Chandigarh and Raibareli. Chhattisgarh has ever been ignored. Even in this budget meagre provision has been made for Chhattisgarh by providing lines from Pendra to Bilaspur and Bilaspur to Jharsoka. Chhattisgarh is being ignored. Bhilai Steel Plant will have to face the crisis if work on Raoghat railway line is not started soon and people may have to face the problem of livelihood. Chhattisgarh is not connected with the capitals of several states of the country at present through railway route. There is a long pending demand for passenger trains from here to Haridwar and Rajasthan. Himsagar Train may be provided stoppage at Bhatapara.

**SHRI SANJAY DHOTRE:** In this Rail Budget not only my constituency Akola but the entire Maharashtra has been neglected. Ratlam-Mau-Khandwa-Akola project (472.64 km) was mentioned in 2008-09 Railway Budget but the work on Akola-Khandwa Amla Khurd railway line has not yet started whereas the work on Khandwa Ratlam railway line is in progress. The Akot-Amla Kurd route passes through a forest area and tiger sanctuary. After obtaining the approval from Environment and Forest Department, the work on this route should be started at the earliest. There is a narrow gauge line at Yavatmal-Murtijapur-Daryapur-Achalpur. It may be converted into broad gauge and extended upto Narkhed. A stoppage of Gondwana Express and Tirupati Express may be provided at Murtijapur railway station. Similarly, keeping in view the convenience of the passengers of Nagpur-Pune Express, a stoppage may be provided at Murtijapur station. Stoppage of train No.17639 Kachiguda-Akola Intercity Express may also be provided at Juwalka

station falling between Akola and Washim. A new train may be started from Akola to New Delhi via Narkhed, Betul, Itarasi. The Hon'ble Minister had increased the railway fares before the presentation of Railway Budget. There is a need to improve basic facilities in the trains with increased fare. The quality of basic hygiene and catering facilities is needed to be improved in the trains.

**SHRI K. SUGUMAR:** The Railway Budget places an even greater burden on the already overburdened common people through an indirect passenger fare increase by way of levy of higher fees and an increase in freight tariff. The budget was uninspiring and lacked any long-term perspective with regard to infrastructure development. The budget gave a great disappointment for the entire State of Tamil Nadu and the long pending demands of the people of my constituency have not find a plan in the budget. The broad gauge conversion work at Pollachi to Pothanur, Pollachi to Palani and Pollachi to Palakkad may be completed quickly and more funds may be allocated for these conversion work. A halt station may be provided at Achipatty which is located at the centre of Pollachi town. Stations may be created at Thamaraikulam, Kovilpalayam, Chettypalayam falling in between Pollachi and Pothanur and at Thippampatty, Pulankinar falling between Pollachi and Udumalpet. A rail over bridge may be constructed at Vadugapalayam located between Pollachi and Pothanur. A direct train between Pollachi- Chennai- Pollachi may be started on a daily basis. New trains between Pollachi and Coimbatore and Pollachi to Palani may be started.

**SHRI KAMLESH PASWAN:** The survey work of Sajanwa-Doharighat was completed in 1992. I feel that if the said railway line is laid then main Buddhist places like Sarnath, Kushinagar and Kapilvastu will connect with each other and it will also be beneficial in terms of earning revenues for Railways. A direct Rajdhanit or Shatabdi Express should be run between Gorakhpur and Delhi. Chaurichaura should be converted into a model railway station and an automatic system should be installed there at the gate No. 147B.

**SHRI NARANBHAI KACHHADIA:** Step motherly treatment has been meted out to entire Gujarat especially to Saurashtra in this Rail Budget. Not only that, there is no mention of any scheme or project work in the Amreli district of my constituency. I do not know whether the Hon'ble Minister is even aware that the Amreli district is also an integral part of this country? So far the development of railways and its services are concerned, my constituency is the most neglected one in the entire country. It is indeed true that a number of time survey for laying railway lines and gauge conversion work has been proposed but it has never seen the light of the day. Not only that, even the work on Ahemdabad, Mahua, Surat rail line has not been initiated. I would also like to bring it to the notice of Hon'ble Minister that the level of platform in comparison to rail line is low at Savarkundla station which comes under Western Railways. But nobody from the Ministry of Railways has ever bothered to take the stock of situation.

There is a lack of railway reservation system in my constituency. The state Government has forwarded a number of request for doubling the rail line between Surendra Nagar- Botab, Dasa – Rajula and Pibawa. But no satisfactory answer has been given by the Ministry so far. There is no doubt that the Hon'ble Minister has obliterated the hope and aspirations of entire people of Gujarat especially of Surashtra. Whatever little announcements have been made in this Budget is indeed worth praising but simultaneously I would request the Hon'ble Minister to kindly fulfill all those announcements made in 2012-13 Budget and see that they are completed within the stipulated time.

**SHRI MAHENDRASINH P. CHAUHAN:** We are all aware that the Railway is the lifeline of our country but I am sorry to say that the development of Railways could not take place as it should have been. It is because of the fact that more than 500 bridges are on the mercy of God. Most of our railway stations are unhygienic and the cleanliness of rail compartments are not upto the mark. It is all because of the lack of proper operation and maintenance on the part of railways. Railway has to suffer loss because of improper operation and maintenance which in turn compensated partly by hiking the rail fare and freight charges. It subsequently make the things more costly.

It is because of this, the contribution of railway in our GDP is merely 1%. I, therefore, would like to know as to why there is separate Budget for Railways? In fact, there is need for a separate Budget for agriculture. I would also like to be

apprised by the hon. Minister as to where the tribal and backward areas of our country do have the right to develop? I don't know as to how far we will have to go with the begging bowl and kowtow before the Ministry or whether this step motherly treatment is meted out to us because we are sitting in Opposition? I, therefore, request the hon. Minister to kindly make a provision for rake post in my constituency and also introduce a train to Sabarkhanta from Mumbai or Delhi. It is also requested that the rail line from Ahemdabad to Himmatnagar-Khandbrahma be extended upto Ambaji. My constituency is basically a tribal dominated areas and unless the railways do provide basic necessities and connectivity to this area, it will not develop. The people of my constituency is really angry and are agitated. In view of this, it is requested from the hon. Minister that he should take urgent steps for the development of these backward areas.

**SHRI KUNWARJIBHAI M. BAVALIA:** I am sorry to say that long standing demands of the people of Saurashtra are not included in this Budget. Earlier, the princely states of Saurashtra provided railway connectivity to villages and cities by lying either narrow gauge or meter gauge lines. The transportation system made by them was ideal. But, The Government of India has been pouring cold water on the hopes of the people of Saurashtra since it got management of railways. The gauge of Kota-Ahemdabad and Rajkot-Surendra Nagar rail route should be converted. The railway line connecting two major cities of Gujarat namely Rajkot and Ahemdabad is a single line. Since many years, we have been

demanding to double this line. A direct train from Rajkot-Delhi may kindly be provided. In 1934, for the first time a survey for laying 39 km long railway line from Jasdan to Gondal was carried out and same was got resurveyed in 2011. It was meant for providing alternative routes from Gujarat to Saurashtra. But, no work has been undertaken on this route till date. I demand one additional train from Rajkot to Ahmedabad on daily basis and Tirunelveli-Hapa - a weekly train should be run twice in a week. Haridwar-Ahmedabad train should be extended upto Rajkot. My demand for starting booking window facility at Nazarbagh railway station at Morabi which was set up by earlier princely state should be conceded. Additional coaches in all the local trains plying from Rajkot-Veraval and Rajkot-Okha section should be added.

**SHRI BIBHU PRASAD TARAI:** I would like to mention that the Budget allocation for Odisha is grossly insufficient to meet the cost of various ongoing projects in the State. The State of Odisha had demanded introduction of 31 new trains whereas only one has been sanctioned and out of proposals for extension of 17 trains, only 3 have been taken into consideration. Odisha is the most preferred destination for investment especially in metal, mining and power sector, the Minister of Railways has overlooked the state.

Paradip is one of the major seaports of India and a business and industrial hub. A massive influx of skilled as well as unskilled migrant workers prefer to commute from far off places by trains keeping in view their easy accessibility to

their respective industrial set ups. I request that steps should be taken to run more number of passenger trains having AC coaches starting from cuttack and Bhubaneswar to Paradip in order to facilitate the railway commuters. AC coaches in the Inter-City Express running between Bhubaneswar and Paradip may be reinstated. A new train may be introduced between Paradip of Odisha and Howrah. Paradip should be linked to Konark by rail route for boosting tourism potential of the State.

Reservation counters at Nimapara and Astaranga of Puri, Kujang and Birdi of Jagatsinghpur should be provided for rural commuter. Foundation stone for laying of 82 kms. rail line between Haridashpur and Paradip was laid in 1999 which was promised to be completed in 2004 but even after elapse of almost thirteen years, no initiation has been taken in this regard . I demand that steps should be taken for development of infrastructural amenities at Puri, Paradip, Titlagarh, Rayagarha, Koraput, Kessinga, Chattrapur, Balugaon, Jaleswar, Balangir Stations etc. in Odisha and increase the computerized network for reservation at various stations in Odisha.

**SHRI SANSUMA KHUNGGUR BWISWMUTHIARY:** Kokrajhar is the headquarters of the Bodoland Territorial Area Districts which is a scheduled tribal area which was created in 2003 under a provision of the Sixth Schedule to the Constitution of India. It is located in the western most point which is adjacent to West Bengal. Not a single package to my constituency is announced in this Railway Budget. All the projects and packages are announced to comparatively



more advanced states. The stoppage of all the South bound and important trains passing through the Kokrajhar should be provided at Kokrajhar railway station. It is very surprising that the people who are ready to pay for railway journey are being denied railway facilities.

**SHRI MANICKA TAGORE:** The Hon'ble Minister has taken into consideration the overwhelming demands for new projects, new trains and varied suggestions for improving the services. On behalf of the people of Tamil Nadu in general, and the people of Virudhunagar District, the Constituency which I represent in this august House, I specially offer my sincere thanks for having sanctioned 14 new train services for the State, double-lining works and electrification projects for the State.

I also wish to make the following important demands of the people of my constituency, which were inadvertently left out in this Rail Budget that are (i)Introduction of a few more trains- particularly in the Coimbatore- Rameswaram and Coimbatore-Sengottai sectors, extension of the trains Pallavan Express upto Sengottai, extension of the recently announced Chennai-Karaikudi Express upto Sengottai, (ii) Stoppage of important trains at Thirumangalam/ Thirupparankundram Stations and enhancement of passenger amenities at these two stations; and (iii)Provision of more number of Advance Reservation Offices in the southern districts of Tamil Nadu.

**DR. PRABHA KISHOR TAVIAD:** I request the hon. Minister to kindly provide the stoppages of the Bandra-Ram Nagar express and Bandra-Hardwar express at Dahod. The Ahemadabad-Aasansol express should also be provided a stoppage at Dahod. This has been our long pending demand. We have no train for South. I demand that the Marusagar express should be provided a stoppage at Dahod. The Ferozpur Janta train is a long distance train, hence more general coaches should be added to it besides a three-tier coach. One first AC and one second AC coach should also be added to the Garib Rath train. The daily passenger train which runs from Ahemadabad to Okha should be extended upto Dahod on daily basis.

**SHRI NITYANAND PRADHAN:** Odisha is a long neglected state from viewpoint of Railways. 9 or 10 districts of Odisha are deprived of Railways facilities. During the last Rail Budget some lines for the backward and SC/ST dominated districts of Odisha were announced but unfortunately, they have been kept in cold bag. I demand that the rail line from Berhampur to Phulbani and Gopalpur to Raipur should be given top priority. Railway stations should be improved in the State and drinking water and light facility should also be provided these.

**SHRIMATI USHA VERMA:** Daily passengers traders and students will be benefited by the declaration of Hardoi-Lucknow-Memu train. I thank the Hon'ble Minister for providing the stoppage of Garibrath train at Hardoi. Further,

providing stoppage of several other trains like Saptkranti Express, Shramjivi Express and Kishan Ganj Ajmer Express at Hardoi station is very essential in the public interest. Alongwith this two minutes stoppage of Triveni Express and Lucknow – Saharanpur Express at Shahabad station is very necessary.

Further, it is requested that whenever a lady Member of Parliament or any lady request for reservation in AC-I, then their seats should either be confirmed in coupe or if it is in cabin her co-passenger should also be a lady. Besides this, a separate coach should also be attached especially for ladies. There is a need for giving special attention to the safety measures. There is also a need to attach an additional general coach in every train in view of the increasing number of rail commuters. The quality of food served in Shatabadi Express needs a lot of improvement. Further, Hardoi station of my constituency may be converted into 'A' category station.

**SHRI K.C. SINGH 'BABA':** This is a significant achievement that passenger fares have not been raised in the rail budget. Steps for providing modern and better facilities to every class of passengers have been taken and the policies are business centric. Manufacturing units are being set up which would generate employment. Security of women has been taken care of. Uttarkhand is a tourist state hence it is very important to provide proper railway transport facilities in the state. In this connection, new rail line from Kahsipur-Jaspur-Dhampur should be constructed. A new railway line upto Poornagiri should be constructed by extending the Bareilly-Kathgodam and Bareilly (Bhojipura) via Pilibhit and

Tanakpur railway line. An over-bridge at Kashipur Road railway crossing-Bajpur Road railway crossing should be constructed. Five additional coaches for Ram Nagar should be linked to Train No. 12039 Shatabdi Express. Train No. 05055/05056, a special train should be made a regular train and Train No.15034/15033 should be made a daily train from Ramnagar to Haridwar. Train No.14314/14313 should be extended upto Kathgodam. Intercity exp. running from Ramnagar to Moradabad should be made a connecting train in respect of Bareilly-Delhi train. Five additional coaches to Kathgodam-Dehradun train should be linked from Ramnagar. Railway crossing No.62/15 at Ghodanala marg Bindukhatta should be manned. A new rail line should be constructed to connect Yamunaghati area of Uttarakhand state to Sarsava Saharanpur. A new train should be introduced between Thiruvananthapuram and Dehradun. Halt to all trains should be provided at Mahuakheda. A new weekly train Amritsar-Lalkuan express has been announced. This train should be extended upto Lalkuan-Gularbhoj- Bajpur-Kashipur-Moradabad. "Same day reservation" facility for Ranikhet Express (15013) from Delhi should be restored. Besides passenger safety, serving quality and hygienic food should also be ensured. Cleanliness at platforms and on trains should be taken care of. An over-bridge at Kashipur main gate should be constructed.

**DR. P. VENUGOPAL:** So far no high speed freight corridor has been proposed in the peninsular India, including Tamil Nadu, which is a crying need of the region. My first demand is for a new night time express train from Chennai

Egmore-Karur and Chennai Central-Karur on daily basis. My second point is that the total estimate for the ongoing doubling projects in between Villupuram and Dindigul is Rs.1,280 crore. This time only Rs.70 crore is allotted for this project. I request the hon. Minister to increase the allocation for the doubling project and to complete this as early as possible. Third point regarding the new survey ordered for the formation of new railway line in between Thajavur and Pudukottai in the previous Budget. But till now no action is taken in this regard. Fourth point is regarding allocation of funds to upgrade the Perambur Railway Station to cater the needs of passengers. All express trains, from Southern parts of Tamil Nadu should be given a stoppage at Tirusulam Railway Station in order to reach to the Chennai Airport. The people of Tiruvallur are requesting for stoppage of all Express trains at Tiruvallur Railway Station to facilitate public, employees of multi-national companies and Government establishments. I request you to kindly go through the facts and order for the stoppage of all express trains at Tiruvallur Railway Station.

**SHRI RAKESH SINGH:** Today, safety is the most burning issue before the Railways. It was decided in 2004 that fire alarm system would be installed in 5000 trains but till 2010 only one train had such system. Today, the countries of the world are using GSMR Technique. This technique makes the trains stop automatically in case both the trains happen to run on the same track or cross the red signal. But we are lagging far behind on this count. There is no clear-cut layout for providing basic amenities. I do not know as to why the Government does not allocate sufficient funds for the same or make one time huge investment

to meet the future challenges. Madhya Pradesh has been grossly neglected on the railway Budget. Gawallior-Shivpurkalan gauge conversion project is estimated to cost about Rs. 1,176 crore but a paltry amount of Rs. 2 crore has been allocated for the same. This project cannot be completed in even 100 days at this pace. Jabalpur-Gondia gauge conversion project is also an important project. If this project is completed, it would curtail a distance of 273 km for South bound trains from North and East besides providing a parallel track to the Railways. But a meager sum of Rs. 70 crore has been provided for the purpose and its cost has escalated from Rs.511 crore to Rs.1100 crore. Trains from Jabalpur to Kolkata, Hardwar, Thiruanantpuram, Puri as also for Siwan, Chhapra via Hajipur are required for the development of Jabalpur and for facilitating connectivity to the people of Jabalpur. Besides, there is an urgent need to increase the frequency of the Jabalpur-Mumbai Garib Rath Express, Jabalpur-Delhi Sampark Kranti Express and Jabalpur-Jammu-Tavi Express. I also request the hon. Minister to kindly provide sufficient funds to complete the electrification of rail line between Itarsi and Naini.

**SHRI BHARTRUHARI MAHTAB:** Freight rates have been raised marginally and passenger fares also have been raised indirectly. Linking of freight rates to fuel adjustment component would set off inflationary trend. At least three key fronts that bring revenue to the Railway corpus are revised downwards during the year. There is underutilization of Rail Safety Fund (RSF) ever since its inception in April, 2002. Six panels formed in the last 15 years to try and improve

the railways' abysmal accident record are gathering dust. Passenger amenities and cleanliness in stations and in trains is another area of concern. Some old promises are presented as novel ideas which are never kept. Odisha Government has already identified the land at Sithalapalli of Ganjam district for a wagon factory but no progress has been made yet. Tickets to East-Coast Railway Stations for trains originating ex-Guwahati and Dibrugarh and going towards South are not generated. The passengers have to detrain at the stations over East Coast Railways and take their tickets upto Vijaywada even though they are traveling short of Vijaywada which is incurring a huge loss to the passengers. I would urge upon the Railway Minister to examine the matter and resolve the issue by giving adequate quota and withdraw distance restriction and create remote location. Doubling of Barang-Cuttack rail line should be completed soon. Another pillar on the second line bridge over Baranga-nalla should be constructed. The railways should take care of safety of elephants in the elephant corridor in Odisha.

**SHRIMATI PRIYA DUTT:** The Mumbai suburban railways suffers from severe overcrowdings. Over 4,500 passengers are packed into 9 car rake during the peak hours as against the normal carrying capacity of 1,700 passengers only. This results in deaths of many commuters. This is very big issue, which needs to be addressed. The second issue is about the passenger amenities. There are basic facilities and amenities which need to be improved in the stations. There should be clean toilets and clean drinking water for women, who have become one of the largest commuters now. There is an urgent need to upgrade passenger facilities,

particularly in the suburban station. The Railways have taken up a few projects in Mumbai to revamp railway stations. But nothing has been done about the approach to the station. So, to develop the area, developing in and around the station is very important. There should be a separate compartment for the senior citizens. There are hardly any amenities in smaller stations. So, I request the hon. Minister to look into these issues, especially of food-over-bridges. Another very important issue is about the slums on railway property. I would request the Railway Minister to please take cognizance of this because we do not even get NOC from the Railways to provide them basic amenities like water, toilets and drainage. So, we need a comprehensive policy on this. Another issue is the women's safety. I had put this forward to the Ministry as well. The hon. Minister has said that he is going to recruit more women in the Railway Police. We require these women, especially in the ladies compartments when women travel alone at night.

**DR. PRASANNA KUMAR PATASANI:** There is a need to start work for the Bhubaneswar railway station to convert it as international platform. There is also a need for expansion for railway platforms to accommodate more trains. Kurda-Bolangir railway line is very much viable for the economical growth and commercial prosperity. However the money that is allotted by the central government for the line at present is not adequate to complete the same. The railway officials declared that the passenger train would be running from Kurda junction to Bolgarh Begunia. But nothing is happened. Besides, there is a need for



immediate completion of Balugan Banpur overbridge and the overbridges of Bhubaneswar. There is also need to start the construction of one railway hospital on the East Coast zone and provide official quarters and other amenities to the railway employees. So far as starting the metro work is concerned, the survey work is not yet started in spite of repeated requests. If this metro line is connected to from Cuttack to Bhubaneswar, from Bhubaneswar to Kurda via Jatani towards Lord Jagannath Puri and Konark, it will fetch good revenues. Though Odisha is giving to central government about 8,000 crores revenues per year from the railway sector, it is only getting 600-700 crores per year allocation of grants from Central Govt. So, there is a need to make higher allocation for this.

**SHRI VIJAY BAHADUR SINGH:** In this Railway Budget, Uttar Pradesh particularly Bundelkhand and extremely backward districts of Bundelkhand, Hamirpur, Mahoba and Banda have been totally neglected. There is a single rail line in Mahoba, Khajuraho, Orchha, Banda, Chitrakoot and Manikpur and trains are being operated upon diesel engine. There is urgent need of doubling and electrification of this line. There is an increase of 21.2 percent in railway fare in the budget as a result of which Railways will earn around 6,500 crore more. But increase in cancellation charges and tatkal reservation charges reflect only narrow mindset. Only 10 thousand km long railway line has been laid during the last 65 years. The emphasis on modernization, which is necessary for railway development, has not been reflected in the budget speech. Signal system in the Railways is 100 years old due to which railway lines are not being utilized

properly. Besides, issue of passenger safety has not been clearly dealt with in the Budget. No recruitment is being made in Railways at present and consequently Railways is under-staffed. Most of the railway employees are over burdened due to which their efficiency is badly affected and it is one of the major causes of railway accidents. Electrification and doubling of Jhansi - Manikpur rail line should be carried out. Hamirpur, which is the district headquarter, has not been connected through railway network. If Dapsoura-Durga More line is diverted toward Hamirpur, then Hamirpur will be connected to the railway network. The route of Rewanchal Express running from Kanpur to Rewa and Satna via Allahabad should be changed and it should be run from Kanpur to Banda, Manikpur, Chirakoot and Satna. This will ease rush on Delhi-Howrah line. Construction of two platforms and rest rooms at Harpal railway station and overall upgradation of Kulpahar railway station in Jhansi line should be carried out. There is a need for upgradation and raising level of platform, construction of over-bridge and provision of electricity at Mahoba railway station. Overall development of Banda railway station should be carried out. Upgradation of platforms and arrangement of electricity and potable water should be made. Stoppage of Jhansi route trains should be provided at Harpalpur, Kulpahar and Belatal railway stations. Computerized railway reservation centres should be provided at Bharua and Ragaul railway stations. Stoppages of Durg Express and Lucknow –Raipur Garib Rath should be provided at Ragaul, Bharua and Sumerpur railway stations respectively. Railway reservation PRS facility should be provided at Panwari and

Charckhari railway stations. ATM facility should be provided at all railway stations. Ingohata, Baripura, Charkhari Road, Ghutai halts should be converted into full fledged railway stations. New rail line from Banda to Fatehpur via Tindwari should be laid down. There is a need to recruit employees on contractual basis for around 600 unmanned railway crossings in my parliamentary constituency. New rail line from Bhind to Urai via Mahoba, Harwalpur, for which survey has already been conducted, should be laid.

**SHRI BADRI RAM JAKHAR:** People of my constituency Pali are facing a lot of problems during journeys in long-distance trains since long. The survey of Bilara – Bar rail line has been completed. I strongly demand that funds for this line must be released in Budget 2013-14 itself. Osia is a historical place. A railway reservation center may please be started there at the earliest. The frequencies of Jodhpur – Chennai Express, Bikaner – Hyderabad Express and Jodhpur – Pune Express trains should be increased and these trains should be run daily and provision should also be made for their stoppage at Nana and Bejh stations.

**SK. SAIDUL HAQUE:** I would like to bring some concrete proposals in respect of railway projects in my constituency. These are – gauge conversion of Burdwan-Katwa line from Balgona to Katwa; stoppage of Rajdhani Express at Burdwan; one halt station at Kondaipur in between Paraj and Mankar; one direct train from Durgapur to Howrah; one direct train from Bankura to Howrah via Rainagar Masagram; increase of frequency of local train between Burdwan and

Asansol; stoppage of Howrah-Ranchi Shatabdi Express and Howrah New Jalpaiguri Shatabdi Express at Burdwan; stoppage of Jodhpur Express, Himgiri Express and Lal Quila Express at Durgapur; and stoppage of Agnibina and Mayurakshi Express at Mankar.

Besides this, these facilities should be provided. Toilet facility in long running EMU coaches like Purulia Local and Purulia-Burdwan; Railway Over Bridge at Talit Point on Burdwan-Guskhara Road. Panagarh on Panagarh Silampur road and Railway and at Mankar on Bubud Bologna road; installation of escalator on west side flyover at Durgapur station, opening of one more ticket counter at Mankar Station, in Asansol division; twenty four hour service in enquiry counter in all stations; and filling up the gap between train and platform between Burdwan and Asansol. I would request for speedy implementation of broad gauge project from Silchar and Lumding via Badarpur and between Agartala and Lumding via Badarpur; time-bound completion of Chatna Mukutmanipur Railway Project and doubling of Burnpur to Asansol single line in West Bengal.

**DR. MONAZIR HASSAN:** People were having high hopes as the Rail Minister from Congress party was presenting the Rail budget after 17 years. In rail budget Bihar has been overlooked. Stoppage of all the important trains coming from Bihar to Delhi, barring Rajdhani express and Poorva express has been shifted to Anand Vihar railway station, which is resulting in lot of inconvenience to the poor people, women and aged passengers in reaching Delhi. Despite my repeated request, orders have not been issued to provide stoppage to train No.

12423/12424 at Begusarai. Begusarai station is being utilized as rake points for the years. Announcement has been made to undertake the survey for Hasanpur to Barauni railway line. I request that operation of Lakho-Mokama DMU train for Gadpura, Salauna and Khagaria be started. Approval should be accorded for setting up of a coach, engine and spare parts factory and a medical college in Gadhara Barauni. There is no number one platform at Barauni railway station at all due to which women, children and aged passengers have to face lot of difficulty. The pace of construction of road over-bridge on the river Ganga in Munger is very slow. I request to complete it early. Jamalpur rail factory should be revived.

**SHRI RAJARAM PAL:** In my Parliamentary Constituency, Bithur is a historical, mythological and tourist place. I demand to double the Madhana-Bithur rail line. Funds should be allocated for construction of platforms for stoppage of passenger trains at Roshanmau station. There is a long pending demand for providing stoppage to Lucknow-Agra Inter-city and Gomati Express at Rura station. Stoppage should be provided to the trains at Rura station. Stoppage of Chitrakut Dham inter-city at Bhimsen, Kathara and Patara stations should be ensured. Stoppage should be provided to passenger trains at Lalpur station. There is traffic jam at Rura, Ghatampur and Kalyanpur railway crossing, therefore, over-bridge should be constructed there. Attention should be paid to overcome the problem of traffic jam in Kanpur and a level crossing should be provided at Bhimsen station.

**SHRI NIKHIL KUMAR CHOUDHARY:** Train crosses Katihar from 5 directions and it is an important junction. Katihar-Howrah express, Rajendra Nagar terminal-New Tinsukhiya express should be made daily trains. There is no direct train from Katihar to South India. Guvahati-Bengaluru express, Guvahati-Chennai, Agmore express, Guvahati-Sikandrabad express, NJP, Chennai express passes through nearby Katihar but do not touch Katihar junction. These trains should be run through Katihar junction to South India via Malda. Muzaffarpur-Yashwantpur express should be made a tri-weekly. It will benefit the of that area. A number of trains terminate at Barauni and remains stationary there for hours. These trains should be extended upto Katihar.

**SHRI YASHVIR SINGH:** I represent the Nagina parliamentary constituency in Bijnore district of Uttar Pradesh. This Lok Sabha constituency shares about 70 per cent border with Uttaranchal. I met the hon. Minister of Railways before presentation of rail budget but even not a single demand of mine has been fulfilled. I demanded a train to Mumbai from Najimabad which has also not been acceded to. About 5 to 6 lakh people from Bijnore are living in Mumbai and they have to come to Delhi to take train for Mumabi. Stoppage of Lucknow-Chandigrah at Shivhara has been scrapped. It should be restored. I want to request the Minister of Railways not to discriminate against anyone. A new train should be introduced either from Najibabad or Kotdwar. I have requested to increase the number of stoppages of some trains which should be accepted. The hon. Minister has announced lying of a new rail line to connect Haldor with Dhampur.

For this I want to thank him very much and request him to extend this line upto Kashipur.

**SHRI J.M. AARON RASHID:** The work relating to broad-gauge conversion between Bodi and Madurai should be completed on war footing. I request that Vaigai Express, Pandian Express and Guruvayur Express should have a stoppage in Cholavanthan Railway station. A broad gauge rail route from Bodi to Koodalur via Dindigul, Vathalagundu, Theni, Kambam, Chinnamanur and Uthamapalayam is very essential. I urge the Hon'ble Railway Minister to announce for speedy implementation of these projects.

**SHRI BISHNU PADA RAY:** My demand is that a metergauge line should be laid from Port Blair to Digalipur in Andaman & Nicobar Islands and a metergauge train should be introduced from here. This railway line is required to counter threats from China as well as to develop tourism and fisheries in this territory. Andaman should also be given the same status as Jammu & Kashmir.

**SHRI A.T. NANA PATIL:** The Minister of Railways has presented an unbalanced and discriminatory rail budget. In this rail budget, Maharashtra has been ignored particularly. In my parliamentary constituency, Jalgaon three ROB's were sanctioned but even after elapse of three years GDA of all the three ROB's has not been sanctioned. I have been demanding for these ROB's for the last three years. Railway has adequate amount of funds for construction of ROB's but ROB's have not been sanctioned. A number of trains passes through my parliamentary constituency Jalgaon but we are not getting the benefit of those

trains. Rajayarani express should be extended up to Bhusawal. It will fetch good revenue to railway and it will be beneficial for the farmers and students going to Mumbai and Pune from that area. Revenue from Hutatma express has doubled by extending it upto Bhusawal. Dadar-Amritsar train should terminate from CST. Stoppage should be provided to Ahmedabad-Puri train at Amalner station. Stoppage to Pune-Patna express should be provided at Jalgaon and Chalisgaon station. Stoppage of Sachkhand express, Goa express, Karnataka express should be ensured at Chalisgaon. It is my long pending demand. I have been making demands for the last four years but even a single demand of mine has not been fulfilled. This can result in a mass movement in this area.

**SHRI RAMEN DEKA:** New lines, gauge conversion and completion of National projects are need of the hour. Time and again I rose the issue of connecting Darrang district by rail in this august house. I earnestly request Hon'ble railway Minister to heed the demand of people of Darrang District. The inordinate delay of the trains is regular feature. The conditions of the coaches plying to Assam are dilapidated. This shows that Assam is dumping ground of dilapidated coaches. The correction in this matter is urgent. I demand Garib raths from Guwahati to Chennai and Delhi and a train from Guwahati to Mumbai via Nagpur. The frequency of intercity trains running in Assam should be increased. I demand to complete all declared railway project including Rangiya-Murkongselek, Bogibeel project, Lumding to Badarpur in a specific time. I demand to start



immediately the construction of double track from New Bongaigaon to Kamakhya via Rangiya.

**SHRI PRABODH PANDA:** Budget will add to inflation. I am mostly disappointed. We should be very concerned about the health of the Indian Railways. During UPA-I it was said that the Railway has made some glorious achievements. During the last four years, five Ministers took charge. This is a mockery. What is the state of health of the Railway? I am blaming the UPA Government itself for the irresponsible functioning. Projects had been announced without any budgetary allocation. Laluji has mentioned about the Rakesh Mohan Committee report. Many Members mentioned Anil Kakodkar report and Sam Pitroda report. My submission is that any discussion on Railways should take place based on three reports. In Railway, services about 140 homoeopathy doctors have not been regularized even after 40 to 50 years of service. The hardships of the contractual workers should be addressed properly. I found it amazing that Railway safety is being looked after by the civil aviation people.

**SHRIMATI BOTCHA JHANSI LAKSHMI:** I wholeheartedly support the Railway Budget. It is a unique Budget. I request a coach or wagon or locomotive factory in Vizianagaram district. Chipurapalli station should be declared an Adarsh Station. Kindly introduce a Janshatabdi or Shatabdi Express in the name of Great Poet and Social Reformer, Rakesh Nath. Garib Rath Express from Visakhapatana to Secunderabad be extended to Vizianagaram. A new DMU between Vizianagaram and Rayadaga may be sanctioned. In 2009, one new line

was announced between Vizianagaram and Palasa Road, viz. Rajam, survey is complete, allocate necessary funds for this purpose. There is an urgent need for construct of RoB at Manapuram. There is a long pending request for a railway hospital at Vizianagaram.

**SHRI ASHOK ARGAL:** Guna-Etawa rail line is nearing completion. The company constructing this rail line has been threatened by goondas to cease work. It should be investigated at the earliest as to who these goondas are. If the Congress really wants development in Bundelkhand then budgetary allocations should be made for Bhind to Urai-Rath-Mahoa-Harpalpur rail line. Stoppages for Shriram Express, Southern Express and Shatabdi should be provided at Maa Peetambara Shaktipeeth, Datia and at Basai railway station for Malwa Express. More funds should be sanctioned for the Gwalior-Chopur Marg line. Stoppage for Shatabdi Express at Dhaulpur would be very convenient. Trains are full of bed bugs and the catering is of very poor quality. Chemical tea is sold in stations at night.

**SHRI RAMKISHUN:** More trains should be introduced from Varanasi and Mugalsarai to other parts of the country. The farmers whose lands have been acquired for Eastern Freight Corridor should be given adequate compensation and jobs. A rail factory should be set up at Sayyendraja. I personally thank the Railway Minister wholeheartedly for the two over bridges at Chandauli. There is a demand from the public for stoppages of several trains at Jamnia railway station and Sakaldinha. Railways have the largest concentration of its employees at

Mugalsarai where the condition of its colonies is very bad and similar is the condition of the hospital there. Things should be set right there. Overbridges should be constructed at Kajakpura Mode, Ashapur Chauraha, Kariappa Marg and Phulria in Varanasi. All unmanned level crossings should be manned.

**SHRI SUSHIL KUMAR SINGH:** The Rail Budget is very disappointing, unbalanced and shows the discrimination between various states. Railways earn maximum revenue from Bihar. It seems that the Budget has been prepared only for setting up rail based industries, gifting of new trains and increasing the frequency of trains for Congress ruled states. The Railway Ministry has lost its focus and has become derailed. An alternative to expensive diesel is to run electric trains. Tori-Shivpur rail line should be completed at the earliest so that coal can be supplied to Aurangabad Power Plant. Stoppage should be provided for Howrah, Rajdhani or Sealdah Express at Anugrah Narayan Road Station. Due to lack of RoB on National Highway No. 9 there is traffic jam for hours. I demand a new train for New Delhi from Dhanbad. Reservation should be provided for trains originating till three in the afternoon from Delhi.

**SHRI BHAKTA CHARAN DAS:** Odisha got unprecedented importance in this Rail Budget. More than 280 km new rail line from Raipur to Jharsuguda has been included and order for the survey of 6 new rail lines has been given. Nine new trains have been started and one skill development centre has been sanctioned for Koraput. Moreover, one wagon maintenance repair workshop has been sanctioned for Kalahandi. There are many backward districts in Odisha like

Malkangiri, Naurangpur, Navapada, Bargad and Kandhamal. In the next budget these areas should be included for development of that region because the entire area is Left Wing affected. Railway network is needed for the development of that area.

**SHRIMATI DARSHANA JARDOSH:** I represent that area which comes into the group of the fastest developing cities of Asia and Gujarat is also on the path of development. The population of Surat is more than 60 lakh so we need nothing except connectivity because Surat is the highest revenue earning city among the cities of western zone. In addition to it, there is a need to establish DRM office.

**SHRI PULIN BIHARI BASKE:** I come from the most backward district of West Bengal named Jhargram. It is an area affected by Maoists and the number of tribal people living here is very large. A new rail line should be sanctioned from Jhargram to Purulia via Bandwan. A new RoB has been constructed at Jhargram. More such RoB should be sanctioned for it. Stoppage for Bhubaneshwar-New Delhi Rajdhani Express at Midnapur should be given. A new local train should be started from Jhargram to Midnapur and Tata-Kharagpur local train should be extended upto Howrah.

**SHRI RADHE MOHAN SINGH:** Ghazipur district was very important from strategic point of view. A railway bridge should be constructed across the Ganges at Ghazipur. Certainly it will be very beneficial for the people of Poorvanchal region. Stoppage for Inter-city Express should be given at Dulhapur,

Jakhania, Sadat and Audihar stations and the above mentioned three stations should be made Adarsh Stations. Bareilly Express should be run via Ghazipur-Ballia-Chhapra and more facilities should be provided at Nandganj stations.

**SHRIMATI SUSMITA BAURI:** A new fast passenger train should be introduced from Bankura to Howrah between 9 to 10 a.m. The frequency of trains on Bankura-Rajnagar Section should be increased and one stoppage halt station should be established at Markha. Survey work for a new rail line should be done for Beliatod to Durgapur. It is essential because our region is very backward. Battery operated vehicle should be run at stations including Durgapur and a new train should be started exclusively for ladies from New Jalpaiguri to Sealdah.

**SHRI KADIR RANA:** In the Rail Budget a bridge has been sanctioned for Daurala-Sakauti and the Government has done a lot of work in Uttar Pradesh. Beautification work for Muzaffarnagar Railway station was planned but no amount has been sanctioned for it. A train should be started from Panipat via Bijnor. Sardhana is an important religious place of Christians which is visited by people from various countries. Proper arrangement should be made for smooth travel to that place.

**SHRI GOVIND PRASAD MISHRA:** It seems that this Railway Budget has focused more on the developed areas of the country and the naxalite affected and backward areas have been neglected. I would like to make a mention of the naxalite affected areas, Sidhi, Singrauli and Shahdol in my parliamentary constituency. Railways earn profit of Rs.15 crore daily from there. It is very

unfortunate that Singrauli Railway station has just one platform. I urge that a second platform should be constructed there. There is no means of transportation from Singrauli to Delhi and Mumbai. A train runs between Howrah to Jabalpur. It should be extended up to Bhopal. Likewise the train running between Howrah to Ajmer via Singrauli once a week. It should be run twice a week. The Jabalpur-Singrauli intercity should be provided two minutes halt at Jova Railway Station and at Vijayshrota in Shahdol district, which will be beneficial for the people of that area. The Lalitpur-Singrauli railway line was sanctioned in the year 1997 but till date only Rs.45 crores have been spent on it. Rs.45 crore is not going to solve any purpose for the Sidhi to Riva and Satna to Panna railway line.

**SHRI MITHILESH KUMAR:** There are about 1400 freedom fighters in the country who should be given lifetime passes and not only for a period of three years. Survey work for the section of railway line running from Shahjahanpur to Mailani, Farrukhabad is going on. This should be connected with Gola, Gokarananath. There is a railway crossing at Govindganj in my constituency, Shahjahanpur. The Government of Uttar Pradesh should be asked to contribute its share so that a foot over-bridge can be constructed there. There is need to undertake gauge conversion of railway line from Shahjahanpur to Pilibhit. The Shatabdi Express running from Lucknow via Kanpur should be run via Shahjahanpur, Bareilly, Moradabad and Ghaziabad. An AC first class coach should be added to the express train running from Chandigarh to Lucknow.

**SHRI MAHENDRA KUMAR ROY:** This Railway Budget has failed to do justice to West Bengal, particularly, North Bengal. I have been demanding to start Darjeeling mail from Haldibari to Sealdah. The connecting coach of Darjeeling Mail is to connect only with Darjeeling Mail. Start Padatik Express from Haldibari instead of New Jalpaiguri. This will enable the populace of Haldibari as well as Jalpaiguri to get a direct train facility for Kolkata at night. Introduce the daily train services of Haldibari-Kolkata Super Fast Express in place of Tri-Weekly and to end the train in Sealdah Station instead of Kolkata Station. Uttar Banga Express should be provided stoppage at Jalpaiguri Road Station and Maynaguri Road Station. Construct a double line from NJP to Kamakhyaguri. Provide stoppage of Kanchan Kanya Express at Banarhat and Nagrakata Station. And provide stoppage of Super Intercity at Nagrakata Station.

**SHRI CHARLES DIAS:** The proposal of elimination of 10,797 level crossings, introduction of Train Protection Warning System, Train Collision Avoidance System, induction of Self-Propelled Accident Relief Trains, crash-worthy LHB coaches, etc. shows the trend for modernization of our Railways. The move to strengthen the RPF and the proposal for 10 per cent of vacancies reserved for women shows the concern of Railways for the security of passengers especially of women. The introduction of e-ticketing and the proposed increase in the speed of ticketing from 2,000 to 7,200 tickets per minute will save much time. The proposal to improve Rail Tourism is a welcome move. The introduction of Azadi Express will give our youth to know more about the freedom movement. The

proposal of setting up of 75 MW windmill plants and energizing 1,000 level crossings with solar power are the moves to promote renewable energy. I am compelled to bring to the notice of the hon. Minister about the inadequate allotment to Kerala. Rail expansion to this State was neglected for the past several years. Trivandrum, Ernakulam and Calicut railway stations are yet to be improved. The Allppey Coach Factory has to be set up. A separate Railway Zone for development of railway in Kerala is a vital necessity.

**SHRI NRIPENDRA NATH ROY:** Banguluru to Guvahati and Guvahati to Chennai trains running thrice a week should be run on a daily basis. The Uttarbango train running from Sealdah to Cooch Behar should be extended from Dinhata to Sealdah. A pantry car should be added to the T.T. Express. Budgetary provision should be made for laying a double line from NGP to Samukhtala.

**SHRI K. BAPI RAJU:** I am really proud of our hon. Railway Minister and his colleagues for bringing this Rail Budget before this august House in a most democratic way. I am ever grateful to this Minister on behalf the people of my state. The Government should give more budgetary allocations to the Railways. The people in the Railways are quite capable. Technically also they are very sound but sufficient money is required to be given to them. I want to thank the Ministry of Railways for running Lokmanya Tilak and Nagarsol trains for seven days a week. AC train from Kakinada to Hyderabad and Secundrabad may be made to run on daily basis. There is one scheme, under which we started works of Rs.1000 crore. Under this new concept, 50 per cent contribution would be from the State



Government; and the other 50 per cent contribution would be from the Ministry of Railways. I would request through this House, that every State should come forward with some kind of contribution from their side; and then they should ask the Ministry of Railways to do certain things for them.

**SHRI MADHU GOUD YASKHI:** Railway may explore newer and alternative avenues of earnings and profitability. I suggest introduction of commercial facilities, such as convenience shopping areas, dining and restaurants or even lodging, through state-owned or P.P.P models, at various important railway junctions. I also urge the Hon'ble Minister to encourage brainstorming of ideas through the Zonal Railway users Consultative Committee (ZRUCC) and National Railway Users Consultative Committee (NRUCC). All trains unreserved compartments should have the air conditioning and all basic amenities required for a comfortable journey. I urge the Hon'ble Minister to also scrutinize that the revenue received from passengers is utilized effectively and efficiently and provide for more services and development keeping in mind always the Aam Aadmi and fulfill the vision of our beloved leader Shrimati Sonia Gandhiji. I am really grateful to the Hon'ble Minister for introducing the new train, Nizamabad Lok Manya Tilak Express train and the Kakinada-Mumbai via Nizamabad train. I further request the Hon'ble Minister to kindly introduce a new daily train from Nizamabad to Ajmer.

**SHRI ARJUN RAM MEGHWAL:** Arrangements should be made to depute gatemen at all the unmanned railway gates. The long pending demand to

lay railway line from Anoopgarh to Bikaner (Via Ghadsana and Khajuvala) and from Anoopgarh to Bikaner (Via Shrikolayat) should be included under socially desirable railway connectivity proposal. Bikaner-Delhi Sarai Rohilla Superfast 12458/12457 should be provided halt at Gurgaon. F.O.B. and U.R.B. should be constructed at all the railway stations in rural areas.

**T.K. VISWANATHAN,**  
*Secretary-General.*

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