

[Sh. George Fernandes]

was put back to danger to stop the train. Prompt action was taken to get the fire brigade and put out the fire. But by then 30 passengers had died. Injured passengers had been moved to the hospital. Exact number is not yet known. I am awaiting further details.

12.40 hrs.

MATTERS UNDER RULE 377

[English]

- (i) **Need for allocation of More funds for early completion of Bangalore Mysore metre gauge railway line**

SHRISRIKANTA DATTA NARASIMHA RAJA WADIYAR (Mysore): The people of Karnataka are very much agitated due to the inordinate delay in the completion of the construction of Bangalore-Mysore Metre gauge line. The project was started in 1979 and against the estimated cost of Rs. 26.02 crores only Rs. 6.38 crores have been spent till the end of 1985. During 1985-86 only a sum of Rs. 50 lakhs had been provided and after repeated requests this was increased to rupees one crore. During 1986-87 also only Rs. 50 lakhs had been provided, but subsequently it was increased by Rs. 1.59 crores. The amounts allocated in 1987-88, 1988-89 and 1989-90 are also very meagre. At this rate this project may take a number of years for completion.

Once the conversion of this line is completed, it will increase passenger traffic on that route. The railways will be able to earn additional revenue from that line. The tourist traffic will also increase manifold. The Government of Karnataka has been pleading every year increase allocation for this work.

As such, I demand that allocation of fund for the conversion of Bangalore-Mysore project may be enhanced in 1990-91 finan-

cial year so that the project could be completed at an early date.

[Translation]

- (ii) **Need to ensure transportation of Coal by HINDALCO by rail**

SHRI HARIKEWAL PRASAD (Salem-pur): Mr. Deputy Speaker, Sir, I want to raise the following matter of urgent importance under Rule 377.

The Coal India, Calcutta has asked North Karanpura Field (Hazari Bagh) to supply coal to HINDALCO, Renukut (U.P.) on the condition that the coal should be transported by rail. HINDALCO requires 10 thousand tons coal per day, and if transported by rail, it has to bear additional surcharge of Rs. 250 perton. In view of this in order to save rupees 25 lakhs, HINDALCO is transporting coal by trucks of Renu Sagar Power Company and thus Railway is being to loss of Rs. 10 lakhs (approx.) per day.

In this regard I wrote a letter to the hon. Minister of Railways and the Prime Minister on 12th Feb. 1990. It is understood that even now illegal transportation of coal by HINDALCO is continuing.

So, I request the Minister of Railways to stop the illegal transportation of coal by HINDALCO and recover the amount of loss incurred by the Railways from them.

- (iii) **Need for doubling of railway line between Ranaghat and Lalgola West Bengal**

[English]

DR. ASIMBALA (Nabadwip): Ranaghat-Lalgola railway line is a section of the Sealdah Lalgola Broad Gauge Railway line. It covers a distance of over 160 kilometres from Ranaghat to Lalgola. This railway line passes through a densely populated area and serves lakhs of daily commuters. Besides, there is a large number of office goers who are facing great difficulties daily due to