

available for power generation or for other purposes. I have already stated that. Since that has not been finalised so far and since the matter is basically dealt with by the Petroleum Ministry, I am not in a position to go into the specific as to which places this line will be extended.

Restoration of Kanchanjangha Express and Janta Express

*396. SHRI PIYUS TIRAKY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a persistent public demand to immediately restore the two important Calcutta bound trains, Kanchanjangha Express and Janta Express of North-East Frontier Railway;

(b) if so, when these trains are proposed to be restored; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Kanchanjangha Express is a daily train to Howrah. Janta Express from New Bongaigaon was cancelled in August 1987.

(b) There is no proposal to reintroduce Janta Express.

(c) Poor patronage.

[Translation]

SHRI PIYUS TIRAKY: Mr. Speaker, Sir, the hon. Minister of Railways has introduced new trains at many places but not a single train has been sanctioned for North-eastern Frontier Railway. The trains which were already in operation have also been cancelled. What is the reason behind it? Similarly, can the Gaur Express which starts from Malda, can be extended upto Alipurduar or not? Is there any provision to introduce any new train on the N.F. Railway, if not, the reason therefor?

SHRI GEORGE FERNANDES: This

train has not been withdrawn by the present Government. It was first cancelled in 1987 and then the decision to withdraw it for ever was taken in 1988. So far as the hon. Member's second question is concerned, at present the circumstances are not favourable for introducing new trains in this region.

SHRI PIYUS TIRAKY: The eastern region is backward. There demand is long standing. Petroleum and other mineral products from Assam are transported to this area, from the security point of view too, this is a very important area. Our hope from the new Government have also dashed to the ground. Do the present Government intend to introduce good trains there. There has been a long standing demand to introduce a direct train from Tinsukia to Ranchi, Sambhalpur, Nagpur and Bombay. Will the hon. Minister take it into consideration.

SHRI GEORGE FERNANDES: I will certainly consider it, but it will take some time.

[English]

DR. RAM CHANDRA DOME: Sir, my submission is that on the very important railway line from Khana Junction to Sainthia Junction which is only seventy-one kilometre, only single line is there. We have no double line from Khana to Sainthia. This is a very important track but there is no double line. The local people have demanded so many times for the double line but this demand has not been fulfilled. This time the hon. Railway Minister has not considered this proposal but this is very much important. I would like to know whether the hon. Railway Minister will go into doubling this track in the near future.

SHRI GEORGE FERNANDES: Sir, this is a suggestion for future action.

SHRI AMAR ROYPRADHAN: Sir, the previous Government had got some allergy to the very name of 'Janata'. So, they did not reintroduce the 'Janata' train. I think the present Government has got no such al-

lery. I am very sorry for giving poor patronage to this region. This is a very neglected region so far as railway map is concerned. North-Bengal is mainly inhabited by Scheduled Caste and Scheduled Tribe people. There was a unanimous resolution in the West Bengal Legislature supported and passed not only by the Left Front Members but also the Congress Members of the Legislature, for reintroduction of the Janata Express train and also introduction of a new Express Train from new Cooch-Bihar to Calcutta. I would like to know from the hon. Minister whether he is agreeable to these proposals or not.

[*Translation*]

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, I have already said that this train was withdrawn as the train was not being utilised fully. After that, Kanchanjanga Express which used to run for six days a week was extended to seven days. It is not possible to reintroduce that train when this train is already in operation.

SHRI RAM SHARAN YADAV: Mr. Speaker, Sir, the narrow gauge route from Dhaulpur to Sarmathra is only 70 km. Is there any proposal to convert this narrow gauge into broad gauge. I would like to know whether there is any proposal to run this train with diesel engine till it is converted into broad-gauge.

SHRI GEORGE FERNANDES: There is no such proposal at present.

[*English*]

SHRI R.S. MANE: Sir, there was a long-standing demand from the people of Western Maharashtra that the railway track from Kolhapur to Pune, now belonging to the South-Central Railway, should be brought under the Central Railway. May I know from the hon. Minister whether he would consider this demand?

MR. SPEAKER: He is asking about Kolhapur. This does not pertain to the present question. Next question.

Wage agreements in Public Sector Undertakings

*397. SHRI BABANRAO DHAKNE: Will the Minister of INDUSTRY be pleased to state:

(a) the wage agreements finalised in the public sector undertakings during the last two years;

(b) whether there are any public sector undertakings in which wage agreements have not been finalised as yet;

(c) if so, the details thereof and the reasons thereof; and

(d) the steps taken/proposed to be taken by the Union Government in this respect?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

(a) to (d). Wage agreements in ninety units of the public sector enterprises have been approved by Government in the last two years. The Memorandum of Understanding for 26 units of public sector enterprises for revision of wages, processed through the Bureau of Public Enterprises, are awaiting approval of Government. Details of these 26 units are given in the Annexure. The discrepancies in the proposals requiring clarifications and substantial variations in the wage structure are the main causes for delay. Finalisation of these settlements are being closely monitored by the managements of the public sector enterprises, the Bureau of Public Enterprises, and the concerned Ministries/Departments.

Annexure

<i>Sl. No.</i>	<i>Name of the enterprise</i>
1	2
1.	Tungabhadra Steel Products Limited.