

scheme for awards began they were for Sanskrit and Arabic. Then Persian was added on. Later, the question of Pali and Prakrit came up and it was specifically decided that while recommending the name of Sanskrit scholars, eminent scholars in Pali and Prakrit may also be taken into consideration. Therefore, I have indicated in this list also which are the four scholars who are scholars in Pali and Prakrit. This is already provided for. So, at the moment we are not considering going beyond this. In any case, I understand Pali and Prakrit scholars also are well familiar with Sanskrit. That is the usual case.

PROF. NARAIN CHAND PARASHAR: My second supplementary is that the value of award given by the Sahitya Academy has been recently raised from Rs. 5,000 to Rs. 10,000. Taking the example from that, will the Hon. Minister agree to raise the value of the award in the case of these scholars also?

SHRI K.C. PANT : It is a suggestion for action.

SHRI PRIYA RANJAN DAS MUNSI : I would like to know from the Hon. Minister whether he is aware of the fact that Sanskrit is the most important language—culturally and socially—of India. In many States of India studies of Sanskrit which were earlier compulsory in the schools upto Class VIII have been completely abolished, especially in West Bengal. This has resulted in serious reaction in the minds of large number of scholars and students. This has affected directly the basic culture of the country also, because without Sanskrit no language is derived straightway. Therefore, I would like to know from the Minister if it has so happened, what is the reaction of the Government before formulating its National Education Policy.

PROF. N.G. RANGA : It is being studied in Russia and China.

PROF. MADHU DANDAVATE : It is the language of the bourgeois.

SHRI K.C. PANT : It is an important question. Sanskrit is the base for most of

the Indian languages. Almost all of them, I would say. I agree the knowledge of Sanskrit functionally would increase the understanding of other Indian languages, but the Government has to keep in mind the implications of the 3 languages formula which the Parliament has evolved. Therefore, even while I am in sympathy with the point made by the Hon. friend, I think we should put our heads together to see how this objective can be achieved while formulating the National Education Policy.

[Translation]

SHRI BANWARI LAL BAIRWA : Mr. Deputy Speaker, Sir, there is an Institution in Tonk district of Rajasthan, which is engaged in regular research in Arabic and Persian and it has a rich collection of Persian and Arabic books. Have Government any plan for its development and expansion? Would Government award certificates to these scholars who are engaged in research work there?

SHRI K.C. PANT : It is not a question of general development. If the scholars fulfil the pre-requisites for grant of these certificates, we may consider their cases.

[English]

SHRI H.M. PATEL : The Hon. Minister in reply to Shri Priya Ranjan Das Munsi said that we should all put our heads together and so on. May I suggest that he initiates this matter after thinking about it and considering in what practical way it can be dealt with. Then he can invite others to discuss this.

PROF. MADHU DANDAVATE : Yours should be the first head.

MR. DEPUTY SPEAKER : I think the Minister has taken note of his suggestion.

Railway Projects of West Bengal

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

(a) whether it is a fact that three major railway projects of West Bengal have been withdrawn;

(b) if so, the details and the reason for withdrawal;

(c) whether it is a fact that the prior consent of the Planning Commission was not taken for those railway projects; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

(c) and (d). The construction of the Budge Budge Namkhana new line was provisionally included in the Supplementary Budget for 1981-82 after necessary consultation with the Planning Commission subject to their formal clearance after detailed examination of the survey report. Similarly, the prior consent of the Planning Commission was taken before including Tamluk-Digha new line project in the budget for 1984-85. No clearance of the Planning Commission was however, obtained for the construction of Howrah-Sheakhala line as the same was proposed to be taken up as a restoration of a dismantled asset.

SHRI PIYUS TIRAKY : Sir I am happy to note that the Minister has not denied, and that the Government is very much taking the initial step to fulfil the promised projects of new lines for West Bengal. Should I ask the new Minister who has got new energy also as to when and by what time these projects will be fulfilled and the aspirations of West Bengal people can be fulfilled ?

SHRI MADHAVRAO SCINDIA : Sir, these projects will be completed in the shortest possible time.

[Interruptions]

SHRI PIYUS TIRAKY : In a Memorandum given to the Prime Minister a number of organisations also gave this because this Balurghat district has no railway line still. I would remind the House also that right from Dr. B.C. Roy to Shri Jyoti Basu, all had requested and spoken for this new railway line and all the Ministers, Shri Jagjivan Ram, Prof. Madhu Dandavate, Shri Ghani Khan

Choudhury and Shri P.C. Sethi also have promised to give a link line from Malda to Balurghat, a new railway line. That is still on paper. So, may I know from the Hon. Minister with his new energy, when this project is going to be fulfilled and whether work will be done as soon as possible. If this question is also answered, then I will be very happy.

PROF. MADHU DANDAVATE : Explain the word 'Minister'. I was ex-Minister.

SHRI PIYUS TIRAKY : All the Ministers.

AN HON. MEMBER : You were Minister. Now you are ex-Minister.

SHRI MADHAVRAO SCINDIA : Sir, I seem to have inherited a legacy bequeathed to me by the three honourable former Railway Ministers present here and all I can say is that this particular question pertains to withdrawal of certain railway projects. This particular line which has been mentioned has not really been surveyed. The question of withdrawal, therefore, does not arise and therefore, it does not strictly come within the purview of this question.

SHRI A. B. A. GHANI KHAN CHAUDHURY : I want to give a clarification. It is not a question of legacy. It started with the approval of the then Prime-Minister. In the budget speech it was there; a lot of work has been done. Even today some money is there, alignment has been fixed. I do not know how the question of withdrawal can come. May be due to dearth of funds there is some delay here and there, but the question of withdrawal cannot come.

SHRI MADHAVRAO SCINDIA : I am sorry, I withdraw my statement. I mistook the railway line. The Eklakhi-Balurghat line does have an allocation of Rs. 50 lakhs. I withdraw my statement.

PROF. MADHU DANDAVATE : I confirm what he said.

SHRI SAIFUDDIN CHOWDHURY : As regards the question of rejection of projects, we were informed that along with

three projects another project was said to be rejected, that is, Bandel-Katwa doubling of the line and electrification of the line about the Hon. ex-Minister of Railways had given a promise and late Mrs. Indira Gandhi also, when she went there for election campaign in 1980, promised it. I want to know from the Hon. Minister whether he is still thinking to reject that or to include that and to speedily implement it.

SHRI MADHAVRAO SCINDIA : The doubling projects included in the Plan outlay are : third line between Dankuni-Chandarpur, Dum Dum-Barasat, Muri-Bokaro (Phase III) and Eklakhi-Kumedpur ...

SHRI SAIFUDDIN CHOWDHURY : I am asking about Bandel-Katwa line.

SHRI MADHAVRAO SCINDIA : That is not included.

SHRI SAIFUDDIN CHOWDHURY : That was promised by the ex-Railway Minister.

SHRI MADHAVRAO SCINDIA : It is not included in our doubling programme. However, I will look into the suggestion of the Hon. Member.

SHRI BASUDEB ACHARIA : Several railway projects are pending with the Central Government. One of them is the conversion of Purulia Kotshila line. It is a narrow-gauge line. The survey was done in 1983 and it was forwarded to the Planning Commission. I think, the estimate is only about Rs. 6 crores. I want to know from the Hon. Minister whether this project will be taken up within this year. This project is in one of the backward districts of our country. There are 15 backward districts. Purulia is one of the backward districts. I want to know from him whether this will be done within this Plan period.

SHRI MADHAVRAO SCINDIA : I will have to look into it. It is not in our Annual Plan for this year. However, as far as the conversion is concerned, the cost of conversion from metre-gauge to broad-gauge or from narrow-gauge to broad-gauge come to about Rs. 30 lakhs to 35 lakhs whereas the cost of laying a new broad-gauge

line comes to, depending on the terrain, about Rs. 40 lakhs to Rs. 45 lakhs. Sometimes, it is considered more appropriate to go in for a new line and hold up the conversion. Besides, we are at present giving primary consideration and primary importance to things like renewals, electrification, renewal of rolling stock, etc. All the other aspects of the expansion of railway lines will depend on the funds available.

SHRI PRIYA RANJAN DAS MUNSI : There was a railway line approved by the Planning Commission from Howrah to Amta in the South-Eastern Railway. Only Howrah to Bargachia was completed but Howrah to Amta has not been completed. Will the Hon. Minister see that it is completed within this financial year ?

SHRI MADHAVRAO SCINDIA : In this financial year, we have allocated Rs. 10 lakhs for this particular line. Just going back to Purulia line which the Hon. Member asked, about gauge conversion, it has not been cleared by the Planning Commission yet.

SHRIMATI PHULRENU GUHA : The Digha-Tumuluk line was inaugurated and the foundation stone was also laid. The land was also acquired. But it is not included in this financial year. I would like to know from the Hon. Minister whether in the Seventh Plan they are going to include it and, if not, why not.

SHRI MADHAVRAO SCINDIA : The Digha-Tumuluk line has not been cleared by the Planning Commission as yet. We will be referring it back to them.

SEVERAL HON. MEMBERS : *Rose*

MR. DEPUTY SPEAKER : You have already put so many things and it is enough.

SHRI A. B. A. GHANI KHAN CHAUDHURY : Regarding Tamluk line, it was there in the Budget speech. That means, approval was obtained in this plan. The late Prime Minister gave her blessings. Some land was acquired. Some progress was made. But details of every line have to be worked out later on between the Railways and the Planning Commission. The details have to

be worked out. This does not necessarily mean that the Planning Commission has rejected it. Had the Planning Commission rejected it, it could never have appeared in the Budget speech of a Minister. On the Budget speech of a Minister the vote is taken. I do not know how today it can be said that the Planning Commission is saying 'No'. The Planning Commission, to my mind, has no authority to say 'No' today because ...

(Interruptions)

It has the blessings of the late Prime Minister and after obtaining her blessings, the Budget speech was read by the then Railway Minister that means, myself.

PROF. MADHU DANDAVATE : Not only the late Prime Minister but even the former Prime Minister Shri Morarji Desai had obtained sanction and, therefore, I had also mentioned it in my Budget speech.

MR. DEPUTY SPEAKER : All have mentioned it. That is all. You mentioned. He mentioned.

SHRI A. B. A. GHANI KHAN CHAUDHURY : I would request the Railway Minister to look into this matter. I am very happy to see the Prime Minister here. This is a very important matter because we have told the people of that area in the name of the late Prime Minister that this has been sanctioned and my Budget speech has been distributed in that area. Today it will be wrong to say that the Planning Commission has rejected it.

(Interruptions)

MR. DEPUTY SPEAKER : Is it a supplementary or are you answering the question ?

SHRI A. B. A. GHANI KHAN CHAUDHURY : It is a vital issue. Just to say that Planning Commission has

MR. DEPUTY SPEAKER : You can put the question to get the answer from the Hon. Minister.

SHRI MADHAVRAO SCINDIA : I am grateful to my Hon. Senior colleague. In all humility, I would like to point out that there is a difference between saying that the Planning Commission has not yet cleared the project and saying that Planning Commission has rejected the Project. There is a difference. This work was included in the 1984-85 Budget in consultation with the Planning Commission but subject to a detailed examination by them and that situation still is maintained.

Coach Factory in Kerala

*592. SHRI SURESH KURUP. Will the Minister of RAILWAYS be pleased to state :

(a) whether any assurance was given to Government of Kerala that the proposed coach factory would be started in Palghat district in Kerala ; and

(b) if so, when the assurance is going to be fulfilled ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

SHRI SURESH KURUP : I would like to know from the Hon. Minister what is the present requirement of coaches in our country and the capacity and the number of coaches produced annually from the present coach factories in our country and what would be the production capacity of the proposed coach factory in Punjab.

MR. DEPUTY SPEAKER : Your question is not related to the subject. You are asking about the requirement of the country. It is a separate question.

SHRI SURESH KURUP : It is connected with this. It is connected with the main question.

MR. DEPUTY SPEAKER : The main question is whether any assurance was given to the Government of Kerala and the reply is 'No'. Your supplementary can be what is the reason or some such thing.