

So, my first question is as to what was the loss to the Railways on account of this accident, what were the Railway officers, D.E.N., A.E.N. and I.O.W. doing, what is the name of the contractor and whether he has been blacklisted or not.

MR. SPEAKER : Such a long question.

SHRI NARAYAN CHOUBEY : He understands everything.

MR. SPEAKER : You have made it complicated.

SHRI BANSI LAL : The loss incurred by the Railways in this accident is to the tune of Rs. 26,000 only. The Inspector of Works incharge of the foot overbridge who was held indirectly responsible has been taken up and he has been discharged. The work was allotted to M/s New India Construction Company at an approximate cost of Rs. 6 lakhs.

[*Translation*]

SHRI NARAYAN CHOUBEY : Was he black-listed or not ?

MR. SPEAKER : This will have to be seen.

SHRI BANSI LAL : We shall see to it when a decision in this regard is taken.

[*English*]

SHRI NARAYAN CHOUBEY : My second question is,....I had even told the Railway Minister personally....that the employment of contractors in the jobs of Indian railways has always been done departmentally such as, deep screening, re-railing and changing of sleepers, since the year 1853 when the railways first came, up to the year, 1983 and I would like to know whether the railways will think not to employ contractors in such jobs due to which the safety of the railways is in danger.

SHRI BANSI LAL : The contract system cannot be eliminated.

SHRI NARAYAN CHOUBEY : These jobs should not be given to contractors.

MR. SPEAKER : How can you say so ? Accident may happen here or there. How can you predict such a thing ? It is unpredictable. It is irrelevant.

SHRI NARAYAN CHOUBEY : Contract labour should not be employed for such jobs.

Conversion of Manmad-Parli Vajjnath Rail Line into Broad Gauge

*386. SHRI SAHEBRAO PATIL DONGAONKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of money to be spent on the conversion of metre gauge rail line from Manmad to Parli Vajjnath into broad gauge rail line; and

(b) how many years will it take to complete the project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The work is being taken up in phases. Phase-I of this project involves conversion of section from Manmad to Aurangabad (114 Kms.) at an anticipated cost of Rs. 30 crores. The total expenditure incurred on Phase-I, upto February 1985 is Rs 7.88 crores.

(b) The completion of this project will depend on availability of funds during the coming years.

[*Translation*]

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, Sir, I would like to know from the hon. Railway Minister why Government do not take any firm step with regard to conversion of metre gauge line into broad gauge line under Manmad—Parli Project in spite of this question having been raised repeatedly. Although the late Prime Minister, Shrimati Indira Gandhi, and the former Railway Minister, Prof. Madhu Dandavate, had given assurance that this work would be completed by 1983 yet the work is going on at a very slow pace and paucity of funds is given as reason for it. If the work continues with the present speed, it will not be completed even during the next fifty years

to come. We want to have a categorical and firm assurance from the hon. Minister as to how much funds would be made available this year for this work and by what time the project would be completed. We want a categorical answer from the hon. Minister today.

SHRI MADHAVRAO SCINDIA : Mr. Speaker, Sir, it will be our endeavour to complete this work as early as possible. Keeping in view the paucity of funds, priority has been given in this budget to track-renewal and rolling stock, but, as I said earlier, the suggestion of the hon. Member will be kept in view and we shall do everything possible to complete it as soon as possible.

SHRI SAHEBRAO PATIL DONGA-ONKAR : Is the hon. Minister aware that a mass movement is going on on this issue in a backward region like Marathwada? All sections of the people including women have been repeatedly expressing their resentment over it. The people have decided to intensify this movement further from 16th April. Will the hon. Minister provide a sum of rupees 15 crores in this year's budget in view of strong feelings of the people?

SHRI MADHAVRAO SCINDIA : Mr. Speaker, Sir, we are very thankful to the hon. Member for giving this information. The sentiments of the local people will be fully kept in view and we shall endeavour to do whatever is possible.

MR. SPEAKER : You also say something, your name was also mentioned.

[English]

PROF. MADHU DANDAVATE : My name and Mrs. Gandhi's name are linked up. I will face dangerous situation. It should not be done!

Before I ask the question, I would like to point out to the Railway Minister that as far as the Government and administration is concerned, it is a continuing thing. Whatever the commitments in the past, they also become the commitments of the next Government.

While asking my question about this first phase, conversion of Manmad-Aurangabad line, I would like to point out to you that I have with me just now all the three Railway Budgets for the years 1977-78, 1978-79 and 1979-80. In fact, I had presented all the three Budgets. But to refresh my memory and also to refresh his memory, I have brought those papers to check up whether the facts are correct, and they are correct. In 1977-78 Budget I had announced that the normal traditional norms about new lines and conversions would be changed: in the past only returns on the basis of industry were considered as returns but agriculturists had been discarded; we said that even returns from agriculturists will have to be considered as returns and that backward areas would be given priority. Is it not a fact that, in the 1977-78 budget we had announced—If Madhu Dandavate had announced, that also becomes the commitment of Mr. Bansi Lal because Parties may change but Government continues—that backward areas would be given priority? I want to know whether they stand by that commitment or not. This was in 1977-78. He may also tell us whether, in 1978-79 even for preliminary work provisions were made or not after getting the sanction from the Planning Commission and also whether it is not a fact that in the 1979-80 substantial amounts were already allocated, the work was already started and it was assured that this being a backward area, work would be speeded up. The late Prime Minister Shrimati Indira Gandhi had also assured during her tour in Marathwada that this being a backward area, it would receive priority. Is it a fact or not? Against this background, how is it that, when the cost is Rs. 30 crores.....(Interruption) Please do not disturb; this has nothing to do with Punjab.....

PROF. K.K. TEWARY : From tomorrow I will bring half of the library here to impress upon the House that I have brought something very important.

PROF. MADHU DANDAVATE : You can do it. First become a Minister, then go out of office and next time as a Member you bring those papers. That will be a good process. (Interruptions)

Coming to the specific question, out of Rs. 30 crores that are required for the First Phase, Manmad-Aurangabad conversion, you yourself have admitted that only Rs. 7.88 crores have been spent. Because this happens to be a backward area, people are very much agitated. On 16th there is going to be a total Marathwada bandh in which even Congressmen are going to participate. Therefore, will you give priority to this? Will you revise your own decision and give more allocations so that conversion of this railway line in a backward area can be completed in time and you will get the benefit of conversion through infrastructure for development?

SHRI MADHAVRAO SCINDIA : I am very grateful to the hon. Member for having refreshed our memory. I would also like to refresh his memory, if he may permit and if you also permit, Sir. There is this constraint of funds which the Railways are facing. It is a fact—it is obvious and need not be stated over and over again—that, due to some poor planning in the period 1977-79 when contribution to the Depreciation Reserve Fund fell to a meagre two per cent, we have been left with this position, thanks to that very poor planning the system needs resuscitation and needs clearing of a very large backlog of track renewal and rolling stock. However, as far as backward areas are concerned, this Government under the leadership of the Prime Minister stands committed to a balanced development of this country and in that scheme of things, backward areas will certainly be given priority. I can assure him of that. I would now come to the specific question and request him to redirect the Marathwada agitation, not against our government but against Prof. Madhu Dandavate because the figures very clearly show who neglected this particular railway line. The work was started in November, 1978 and upto now a total of Rs. 7.8 crores has been spent on this particular 114 km. stretch which amounts to 29.6% of the total work that is to be done. Out of this 7.8 crores only Rs. 25 lakhs was spent in 1978-79; the rest of almost over Rs. 7 crores has been spent when the new government took over from 1980 onwards. I hope that the hon. Member's memory is refreshed by these facts.

PROF. MADHU DANDAVATE : One clarification. The Rs. 25 lakhs which was mentioned is for the preliminary work, that is, when the work just starts. The next one was Rs. 1 crore. He has not answered one question. Rs. 25 lakhs is for preliminary work and the next is Rs. 1 crore. He has not replied to the second part. Only last week the railway administration has announced that it will concentrate on the on-going works and when the new grants are made available, the major portion will go to the on-going works. I want to know whether he stands by that commitment or not. This issue is agitating all the backward areas in the country.

MR. SPEAKER : He has already said that. He will give priority.

(Interruptions)

MR. SPEAKER : I cannot allow all those questions to be taken up on this.

PROF. MADHU DANDAVATE : Only last week they said that ongoing projects will receive more attention—not alone backward areas. This is an ongoing project.

MR. SPEAKER : He is on record. What is said on the floor of the House, I cannot take it out nor can he take it back.

PROF. MADHU DANDAVATE : That is good. You have confirmed that.

DR. DATTA SAMANT : The population of Marathwada area is about 2 crores. There are industrial estates in Aurangabad and Nanded. Considering all this, all the replies given in the House from 1981 onward I have got them here. On 2.12.81 it was said that 'It will be completed by 1984 subject to the availability of funds'.

MR. SPEAKER : That he has already answered. What is the new one you want to ask? These things have already been asked.

DR. DATTA SAMANT : Three replies were given that it will be completed. Considering all this and considering the fact that this metre gauge is there since the Britishers time and in the present

budget the Government has not sanctioned any amount for the railway lines in Maharashtra...

MR. SPEAKER : What is your question ?

DR. DATTA SAMANT : I am coming to the question. Considering all this and considering the fact that there is so much dissatisfaction in Marathwada and this is the fourth agitation which is going to take place— I may point out that three times you have killed the people, still no money is sanctioned. On the 16th there is the Marathwada bundh and yesterday I was in Bombay and all people including the Chief Minister of Maharashtra are...*

MR. SPEAKER : Not allowed. I do not know why there should be any agitation.

*(Interruptions)**

MR. SPEAKER : Not allowed. It is irrelevant.

*(Interruptions)**

MR. SPEAKER : Not allowed. It has already been answered. Please sit down.

SHRI UTTAM RATHOD : This particular project was promised to us by the late Prime Minister, Shrimati Indira Gandhi when we faced drought continuously for three years and it was started in 1978. Since then people of Marathwada have been asking for it. Every time the amount provided in the budget is very much less and only after persuasion the amount is increased.

I would like to know from the hon. Minister if it is a fact that the earthwork on this particular line was also done by the State Government from the EGS and other funds. The State Government has done this work. I want to know and if it is so, when the Maharashtra Government is prepared to help you to that extent, how is it that you are not going to increase and allot some more funds for this particular line which is also in a backward area.

SHRI MADHAVRAO SCINDIA : It is true that part of the work was done through the various relief programmes of the Maharashtra Government. The hon. Member has again asked for more funds. We very much appreciate the sentiments of the hon. Member and they will certainly be kept in mind.

DR. DATTA SAMANT :...*(Interruptions)***

MR. SPEAKER : Mr. Samant you must learn the rules first. If you want to put irrelevant questions I would not allow.

DR. DATTA SAMANT : I am walking out.

(Dr. Datta Samant then left the House)

PROF. MADHU DANDAVATE : Sir, will you allow half-an-hour discussion on this ?

MR. SPEAKER : We will consider it.

PROF. N. G. RANGA : Mr. Dandavate, there are so many other backward areas. Their claims are more urgent.

[Translation]

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, *(Interruptions)***

MR. SPEAKER : Not allowed.

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, Sir, you do not allow the answer to my question to be given. I am leaving the House.

MR. SPEAKER : You are welcome to do it.

(Shri Sahebrao Patil Dongaonkar then left the House)

[English]

Inadequacy of Psychiatric Treatment Facilities

*390. SHRI M. RAGHUMA REDDY : Will the Minister of HEALTH AND

* Not recorded.