

technology for these steel plants is to be acquired, whether any scheme for seeking collaboration of the foreign companies or for developing indigenous technology has been formulated so that all the steel plants are modernised and at the same time their production cost also comes down ?

MR. SPEAKER : It is a policy matter. How far he will be able to give information ? It will take quite a long time. How much time he will take ?

[English]

SHRI M.L. FOTEDAR : The hon. Member is aware that we are modernising these plants.

[Translation]

MR. SPEAKER : You may give this in writing.

[English]

12 Car Trains on Kalyan V.T. Line (Bombay Division)

*191. SHRI S.G. GHOLAP : Will the Minister of RAILWAYS be pleased state :

(a) whether 12 car trains are more popular on Kalyan VT Line (Bombay Division) and only one such train is being operated on this route ; and

(b) if so, whether more such trains are proposed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Only one 12-car EMU rake is running on the Bombay Suburban section of Central Railway. Out of eight services provided by this rake, 5 serve Kalyan VT-Kalyan section. These are as much patronised as normal 9-car services.

(b) Not for the present.

SHRI S.G. GHOLAP : For the last one year this one 12-car EMU rake has

been running on an experimental basis. What is the result of this experiment ? At present, Railway is running 9-car local trains. The capacity of each train is only 900 seats. But the number of passengers actually travelling is about 4000. So more trains are necessary. Are more trains likely to be provided or are all the trains going to be of 12-car capacity ?

SHRI MADHAVRAO SCINDIA : Most of the sections in this area saturated and others are reaching the saturation point. The 12-car rake was tried out on an experimental basis to see if there is any practical difficulty involved. It has been run for the last few months. A high level committee of senior administrative officers was formed to formulate their proposals as a result of the experience of the running of 12-car rake. It has been found that there are a number of practical difficulties that are experienced in extending the 12-car rake. Therefore, the whole matter is still under consideration of this Committee and of the Railway Ministry. There are infrastructural problems. 12-car rakes carry much larger number of passengers and the station infrastructures will have to be extended to cope with the extra inflow and outflow of passengers at one given time. Apart from that, extension of platforms, improvement of signalling, modification of maintenance sheds and stabling yards, augmentation of the capacity of electric sub-stations and shifting of level crossings, all these things are involved. Therefore, it is not yet very certain whether this 12-car rake experiment will be implemented as a permanent measure on the suburban railway system in Bombay.

SHRI S.G. GHOLAP : Is it a fact that in the year 1987-88 14 new rakes were to be provided to the Central Railway ? How many rakes have been provided uptill now ? How many will be provided by March next and what is the programme for the next year ?

SHRI MADHAVRAO SCINDIA : According to our production programme in the Bombay area, we are expecting to add another 12½ rakes of 9 coaches each in 1987-88. And we are contemplating the

production of 7½ rakes of 9 coaches each in the next financial year. The addition of 20 rakes would help wiping out the over-aged rakes on Central and Western Railways. We hope to add another 2 rakes to the Central Railway over and above these in 1989. This is the programme that is being contemplated.

DR. DATTA SAMANT : The hon. Minister has given the reply, but we know the actual position as we are from Bombay. Daily local passengers plus the passengers coming from all over India are about 25 lakh to 30 lakh which is one-third of the total all India passengers on important stations. I am of the opinion that Government is not prepared to do even the slightest changes. The Railway Improvement Committee in its report has categorically given this suggestion that Dadar, V.T., Kurla, Ghatkopar, all such stations coming on this line are already having the accommodation of accommodating 12-car rakes. And the electricity is always available. There is no need of additional effort. In the last three months the number of passengers has gone up by 10 to 15 per cent. Bombay population is 1 crore. And mostly the poor people are using local trains. These are the categorical suggestions given by the Committee. One, that all the rakes should be of 12-car. Second, only Rs. 10 crore expenditure will be involved on building the terminus.

I would like to know whether the Government is going to examine this. There are double platforms at V.T. Station
(*Interruptions*).

MR. SPEAKER : This is not the way. Mr. Datta Samant, if you can put a question, it is all right, but not like that.

DR. DATTA SAMANT : Sir, all these suggestions are very small.

MR. SPEAKER : He has already replied.

(*Interruptions*)

MR. SPEAKER : I cannot allow this.

DR. DATTA SAMANT : Sir, Bombay is neglected. This is the point I am making. The suggestions that I am making are going to cost hardly Rs. 25 crores to Rs. 30 crores.

MR. SPEAKER : This is a Question Hour Mr. Datta Samant. This is not a discussion time. Mr. Tanti...

(*Interruptions*)

MR. SPEAKER : Disallowed.

DR. DATTA SAMANT : Sir, I am going to ask the question.

MR. SPEAKER : No, you are not allowed now.

DR. DATTA SAMANT : Sir, I want to know whether the Government is going to allow these 12 rakes, which is a minor thing...(*Interruptions*).

MR. SPEAKER : It is all right. He has already replied to that part. Yes, Mr. Tanti.

DR. DATTA SAMANT : Sir, 12 rakes ...(*Interruptions*).

MR. SPEAKER : He has already replied to twelve rakes. Don't waste my time now. I give you time and then you just waste my time.

SHRI BHADRESWAR TANTI : Thank you very much, Sir, for giving me the opportunity after a long time. May I know from the hon. Minister what prevented him from issuing instructions to provide pantry car in the recently introduced train which goes from Assam to Bombay ?

MR. SPEAKER : This question is not related to Assam.

SHRI BHADRESWAR TANTI : Bombay also is there Sir. It is a very long distance from North-East to that part. There is no pantry service. The people of the North-Eastern region are being neglected like this. What to talk of food, even no drinking water is provided. May I know

what prevented the hon. Minister to provide drinking water and pantry car .. *(Interruptions)*. Please do justice, Sir. Let him answer, Sir. What has prevented the Minister to provide pantry car and drinking water...*(Interruptions)*.

MR. SPEAKER : Do you think that if you make a louder noise, that will make a valid question ?

SHRI BHADRESWAR TANTI : The train goes from Assam to Bombay, Sir. Please do justice.

MR. SPEAKER : You put a question, I will get you the answer. But this is not the way he can answer it off and on.

SHRI BHADRESWAR TANTI : Sir, when the train has been introduced, why not pantry car and drinking water also be provided ?

MR. SPEAKER : Have you got any answer to that ? This is not concerned with this question. This is just out of blue sky.

SHRI MADHAVRAO SCINDIA : Sir, there is no proposal to extend the Bombay suburban system up to Gauhati.

SHRI BHADRESWAR TANTI : Sir, this shows the step-motherly attitude which has been taken by the Government for the people of the North-Eastern region.

Train Services on Howrah-Bardhaman and Sealdah-Dankuni Lines

*192. DR. SUDHIR ROY† :

SHRI PURNA CHANDRA MALIK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the passengers of Howrah-Bardhaman Chord line and Sealdah-Dankuni line are facing lot of problems due to inadequate train services and other facilities on these lines ; and

(b) if so, the steps taken or proposed to be taken by Government to ease the problems ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS : (SHRI MADHAVRAO SCINDIA) : (a) There has been demand for more suburban trains on the Howrah Barddhaman Chord line and the Sealdah-Dankuni line.

(b) One additional pair of suburban locals was introduced between Sealdah and Dankuni in April, 1987.

DR. SUDHIR ROY : Sir, there is heavy pressure of passanger traffic at the station and the specialists have opined that if a portion of this passanger traffic is diverted to Sealdah, then the daily traffic jam will not be there at all. Under the circumstances, I would like to know from the Minister whether he would introduce more local trains directly between Barddhaman and Sealdah. There is at present only one local train plying between Sealdah and Barddhaman.

The other supplementary that I would like to know from the Minister is whether the Andal Sealdah line would be opened for passenger traffic also, which is reserved only for goods traffic.

SHRI MADHAVRAO SCINDIA : Sir, on the Sealdah-Dankuni section which the hon. Member has referred to, sixteen pairs of EMU trains are running, three pairs of main line passenger trains are running and twelve and a half goods trains run each way. We are, of course, trying to increase suburban facilities through increased services, both in the Bombay area and in the Calcutta area. But there are line saturation problems and also limitations of rolling stock, which sometimes make it difficult to immediately increase it without improving the traffic facilities which is also an on going process.

DR. SUDHIR ROY: What about Andal-Sealdah line ?

SHRI MADHAVRAO SCINDIA : At present we are not considering this because