

but the railway administration normally takes into consideration the average of six months. According to the figures that are available, the waiting list is: First class—2, Second Class—2 tier—16 and Second class—3 tier—17.

श्री राजेन्द्र प्रसाद यादव : मंत्री महोदय ने माना है कि यह ट्रेन बहुत महत्वपूर्ण है और उनको यह भी जानकारी है कि यह गाड़ी स्टीम इंजन से चलती है। इससे आयेदिन यह होता है कि यह रास्ते में खराब हो जाती है और पूछने पर कहा जाता है कि कोयला खराब है, मेन्टीनेन्स नहीं हो रहा है। मैं यह जानना चाहता हूँ कि इस ट्रेन की महत्ता को देखते हुए क्या इस बात पर विचार किया जायेगा कि इसमें डीजल इंजन लगाया जाये ?

SHRI C. K. JAFFER SHARIEF:
The dieselisation of these trains is done on a phased manner and there are heavy density traffic routes all over the country and priorities are given according to the need of the traffic. So, I cannot just commit to the hon. Member. It will take time. Depending upon the availability of locomotives, as and when it is possible, we will consider it.

श्री तारिक अमबर : करीब 20 साल पहले इससे भी अधिक हम समझते हैं, टाटानगर और पटना के बीच में साउथ-बिहार एक्सप्रेस गाड़ी चलनी शुरू हुई थी। आज 20 साल के बाद जब कि दोनों शहरों की आबादी पता नहीं कितने गुना बढ़ चुकी है, और लोगों के आवागमन की संख्या बहुत ज्यादा बढ़ चुकी है, लेकिन इसके बावजूद भी यहां किसी नई ट्रेन चलाने की या किसी और नई व्यवस्था करने की कार्यवाही नहीं की गई है। जो व्यवस्था 20 साल पहले थी, वही आज भी बरकरार है। मैं जानना चाहूंगा कि क्या किसी और नई व्यवस्था या नई ट्रेन चलाने की कोई योजना है, जिससे वहां के मुसाफिरों को सुविधा पहुंच सके ?

SHRI C. K. JAFFER SHARIEF:
Recently in 1977 a new tri-weekly train was introduced between Patna and Muzaffarpur and as per the survey conducted by the Railway Administration, the present arrangement is able to take care of the needs of the traffic there.

SHRI NARAYAN CHOUBEY: I am sure the hon. Minister is aware that there is an acute shortage of bogies and carriages on the Railways. Is it

a fact that the number of bogies to be attached to this particular train sometimes is not attached due to this reason?

SHRI C. K. JAFFER SHARIEF:
Sir, as far as our knowledge goes, it is not so.

श्री कुल्लु प्रताप सिंह : मैं मंत्री महोदय से यह जानना चाहता हूँ कि वह जो सर्वे कराते हैं, या जानकारी प्राप्त करने का उनका जो सोर्स, माध्यम, है, क्या उसके अलावा यात्रियों की कठिनाइयों के बारे में जन-प्रतिनिधि या अन्य लोग उन्हें जो प्रतिवेदन देते हैं या प्रश्न पूछते हैं, या ध्यान आकषित करते हैं, क्या वह उन पर भी विचार करते हैं या नहीं; अगर हां, तो हमने जो बार-बार उनका ध्यान इस तरह आकषित किया है कि पटना-जमशेदपुर के लिए एक और ट्रेन दी जाये, क्या वह उस पर भी विचार करेंगे या नहीं।

SHRI C. K. JAFFER SHARIEF:
It is not merely the administrative consideration. There are Zonal Railway Users' Consultative Committee, Railway Users' Consultative Committee, etc. which apply their mind and give suggestions. We also do consider and give weightage to the suggestions given by Members of Parliament. So, it is not as if the survey is made by the Railways and we base our assessment solely on that.

Officers for Training to Britain

*481. **SHRI NARAYAN CHOUBEY:**
Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some eighteen officers of the Indian Railways are going to Derby in Britain for some training for a four-month course;

(b) if so, what is the training; and

(c) the names and designations of the officers who are being sent for training.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) Yes, Sir. They are already under training at Derby from 16-6-1980.

(b) The specialised training will be in General Management covering subject areas such as Management Information Systems, Computer Application, Finance and Economics, Investment Appraisal, Quantitative Aids, Production Management, Marketing, Logistics, Planning, Communications, Human and Industrial Relations, Urban Transport etc. at the Railway Engineering School, Derby for a period of 8 weeks. Thereafter the trainee officers will undergo practical attachment training in their own disciplines for another 8 weeks on British Rail.

(c) (1) Shri D. N. Singh, Chief Engineer, North Eastern Railway.

(2) Shri M. Vishnumurthy, Chief Bridge Engineer, South Eastern Railway.

(3) Shri Y. Krishnamurthy, Chief Engineer (Const.), South Central Railway.

(4) Shri Y. V. Aswasthanarayan, Addl. Chief Engineer (Planning), South Eastern Railway.

(5) Shri J. Rajagopalachari, Divisional Railway Manager, South Central Railway.

(6) Shri B. R. Nair, Addl. Chief Operating Superintendent, Southern Railway.

(7) Shri Kranti Kumar, Divisional Railway Manager, North Eastern Railway.

(8) Shri N. C. Mahapatra, Financial Adviser and Chief Accounts Officer, Northeast Frontier Rly.

(9) Shri M. C. Sinha, Sr. Divisional Mechanical Engineer, North Eastern Railway.

(10) Shri S. Narasimhan, Chief Signal and Telecom. Engineer, Southern Railway.

(11) Shri V. Venkateswaran, Jt. Director, Standards (Electrical), R.D.S.O.

(12) Shri Kanti Swarup Controller of Stores, Western Railway.

(13) Shri K. B. Krishnaswamy, Additional Chief Operating Superintendent (Goods), South Central Railway.

(14) Shri Vinod Pal, Secretary, Rail Tariff Enquiry Committee.

(15) Shri I. K. Rasgotra, Director, Establishment, Railway Board.

(16) Shri S. K. N. Nair, Joint Director, Finance (Budget), Railway Board.

(17) Shri K. K. Arora, Additional Director, Traffic Transportation, Railway Board.

(18) Shri K. D. Saha, Deputy Secretary (Establishment), Railway Board.

SHRI NARAYAN CHOUBEY: Sir, my first question is: what are the reasons for which the Government of India feel it necessary to send their personnel to the U.K. for training.

My second question is: what is the amount of money required to be spent by the Railways to send the officials for such a training?

SHRI C. K. JAFFER SHARIEF: Sir, the training programme is based on the Colombo Plan. The Railway Administration does not spend any money on the training.

SHRI NARAYAN CHOUBEY: My first part of the question is not answered but part (b) of the question is answered. I want a reply to part (a) of my question.

SHRI C. K. JAFFER SHARIEF: I am sorry the hon. Member has not looked into the statement which has been given. His question has been answered in the statement given.

SHRI NARAYAN CHOUBEY: I am very sorry that the hon. Minister could not understand the second

question. I have gone through his statement. You know that the Indian Railways also had sent the specialists to other countries like Iran, Iraq, Africa etc. under the Colombo Plan. India is supposed to have sent them for a certain training under that Plan to the U.K. You have, of course, given a statement. My question is: how these officers have been selected by the Committee? Why others are not selected—this is my question.

SHRI C. K. JAFFER SHARIEF: The Railway Board selects the officers. They must be officers in senior rank in the administrative cadres, working directly on the jobs on which they will take higher training; their reports and their performance should be outstanding and also they must not have been abroad for training earlier no vigilance cases should be against them.

These are the criteria on which they are sent abroad for training.

श्री मलिक एम० एम० ए० खाँ : मंत्री महोदय ने कहा है कि ये आफिसर कोलम्बो प्लान के तहत ट्रेनिंग के लिए जा रहे हैं और उन पर कोई चर्चा नहीं आयेगा। क्या यह सही है कि जहाँ हम अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं, वहाँ हम पर भी यह आबलिंगेशन है कि जितना रुपया हमारे आफिसर्स की ट्रेनिंग पर खर्च किया जायेगा, उतना ही रुपया हम डेवेलपिंग या अंडर डेवेलपड कंट्रीज़ के लोगों को ट्रेनिंग देने पर खर्च करें ? क्या इस तरीके का सकिल है, क्या यह सही है ? अगर सही है तो यह कहना कि उन पर कोई खर्च गवर्नमेंट आप, इंडिया का नहीं आयेगा क्या यह सही है ?

SHRI C. K. JAFFER SHARIEF: Sir, this does not arise out of this question.

श्री मलिक एम० एम० ए० खाँ : अध्यक्ष महोदय, मंत्री महोदय ने जवाब दिया है कि आफिसर्स को कोलम्बो प्लान के तहत भेजा जा रहा है। मैं यह कहना चाहता हूँ कि यह एक सकिल है। हम जो अपने आफिसर्स को ट्रेनिंग के लिए भेजते हैं तो हमें भी अपने यहाँ अंडर-डेवेलपड कंट्रीज़ के लोगों को बुलाना पड़ता है ट्रेनिंग के लिए। तो यह कहना कसई गलत है कि हमारी कीम का कोई पैसा उन पर खर्च नहीं होता।

SHRI C. K. JAFFER SHARIEF: Sir, I seek a separate notice for this question.

SHRI SATYASADHAN CHAKRABORTY: Sir, it is said that these officers are going for specialised training in general management, etc. under the Colombo Plan. But the pertinent question is whether it is necessary that they should undergo this training abroad? Is it to improve our efficiency and know-how or for what purpose or is it just a routine affair?

SHRI C. K. JAFFER SHARIEF: In the developed countries, Sir, there is always advancement in science and technology. There is nothing wrong in sending our people to acquire the knowledge of advancement in science and technology where you do not have to invest.

Conversion of Rupsa—Bangriposi Line

*482. **SHRI CHINTAMANI PANIGRAHI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of Rupsa-Bangriposi Rail link into Broad Gauge is going to be undertaken soon; and

(b) what is the final decision taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). The survey work in field has been completed. The project report is being finalised by the Railway Admn. and is expected to be received shortly. A decision on the new BG rail link will be taken after the project report has been carefully examined and evaluated.

SHRI CHINTAMANI PANIGRAHI: Sir, the hon'ble Minister has said that already report has been submitted to the government and now it is being carefully considered. I would like to know what is the difference between 'under consideration' and 'careful consideration'. I am very happy that after long years of demand from