

on this project due to severe constraint on the availability of resources and the need to expedite the on-going schemes which have made substantial progress.

(b) No. Sir.

(c) Does not arise.

(d) The outlay proposed for the work during 1981-82 is Rs. 11 lakhs. The expenditure expected to be incurred upto March, 1981 is Rs. 1.86 crores.

SHRI R.P. GAEKWAD : This particular railway track was to be laid in a backward area which would have helped its development by rejecting this project, the Government has taken away the opportunity of jobs of Adivasis living in that area. Not only that. Also, the development that would have taken place in that area has been stopped. I would like to know from the hon. Minister the reasons for stopping this project.

SHRI MALLIKARJUN : As I have already mentioned because of constraints of funds, the progress has not been rapid. However, the work is in progress. Out of 9 major bridges, 2 bridges are at completion stage and 4-5 minor bridges are also at completion stage. Although the work is not progressing rapidly but the work is going on. Whatever available labour is there, it is being utilised.

MR. SPEAKER : Just like a passenger train, not an express train.

SHRI R.P. GAEKWAD : Whatever has already been undertaken, it is better to finish that and then start another project, instead of going slow on a project which is already half done and starting a new project.

SHRI MALLIKARJUN : We do desire that on going projects should be completed. But at the same time because of the demand from various quarters, we have also to take up new works.

श्री मोती लाल शर्मा : अध्यक्ष महोदय, प्रश्न के उत्तर में यह बताया गया है कि संसाधनों की कमी के कारण यह काम नहीं हो रहा है। मैं जानना चाहता हूँ कि कौन कौन से संसाधनों की कमी हो रही है और जहाँ जहाँ रेलवे लाइनों का काम चल रहा है, संसाधनों की कमी क्या उन के बीच में नहीं आती है या सिर्फ इस के लिए ही संसाधन नहीं मिलते? कौन कौन से संसाधन नहीं मिलते हैं, यह मैं जानना चाहता हूँ?

रेल मंत्री (श्री तेजर पांडे) : फण्डस की तो कमी है। जब हमने छठों पाँच साला योजना की बात की तो हमने 11 हजार करोड़ रुपये की माँग की लेकिन हमें मिला 5 हजार 1 सौ करोड़ रुपये। हम ने बजट में इसके लिए 11 लाख रुपये रखे हैं। मैं समझता हूँ कि यह रकम कम है। अभी तक इस पर 1 करोड़ 40 लाख रुपये खर्च हुए हैं। जब माननीय वंडवले जी रेल मंत्री थे तो उस समय 1978-79 के बजट को मैंने देखा है और समझा है कि इस काम को जल्दी से जल्दी सम्पन्न करना चाहिए क्योंकि इस पर हमारे इतने रुपये खर्च हो चुके हैं और यह बेतकई एरिया है। जब सप्लोमेंटरी बजट आयेगा तो उस पर मैं कुछ विचार करूँगा। (अवधान) काम तो शुरू है। काम को और अब हम आगे बढ़ायेंगे।

Concession on Rail Travel to University Students

*334- **SHRI SUSHIL BHATTACHARYA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to give a concession on rail travel to students of the State Universities to make use of libraries at metropolitan cities ;

(b) if so, the details thereof ; and

(c) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS. (SHRI MALLIKARJUN) : (a) to (c) Research Scholars are allowed Rail Travel Concession when travelling in connection with Research work.

SHRI SUSHIL BHATTACHARYA : Regarding rail concession to students, there is no age-limit for the students of professional courses. But, this category of professional courses students does not include B. Litt that is Library Sciences, B. Ed., D. Phil and M. Phil students even though these students have no stipend or scholarship or deputation facility and they study on their own. I would like to know whether the Government will consider to remove the restriction of age bar for these students.

SHRI MALLIKARJUN : It is the universities or the colleges who admit the students. We are not concerned about the age. Age-limit is not our concern. It is the concern of the universities and the educational institutions.

SHRI SUSHIL BHATTACHARYA : My second supplementary is about the educational tours for students. You see there are different interpretations in different railways. The South-Eastern Railway grants such concessions in parts, that is from one station to another station. But in Eastern Railway they sanction or they allow between the two terminals. So, there is anomaly. I would like to know from the Minister whether he will instruct the railways so that the students can avail this educational tour at par throughout India.

SHRI MALLIKARJUN : Initially, we discovered a difficulty while granting the concessions to the students. When the students from

the originating stations requested concession for their return from one zone to the other, there was some difficulty. The request was not some times entertained by the other zone. We have now issued clear guidelines to remove this difficulty.

SHRI KRISHNA CHANDRA HALDER : May I know from the Minister whether these concessions will be given to the students of agricultural universities ?

MR. SPEAKER : Why do you differentiate between students ?

SHRI ATAL BIHARI VAJPAYEE : Sir, agriculture is more important.

SHRI KRISHNA CHANDRA HALDER : I am not differentiating. I only want to know how many times in a year you allow this rail concession to a student to go to the library ?

SHRI MALLIKARJUN : Students, whether of agriculture or of medical or of engineering or of Humanities are generally allowed to avail this concession during their vacations.

This concession can be availed any number of times by the students.

MR. SPEAKER : Mr. Mallikarjun, what happens to a student of Parliamentary affairs ? Next question.

Conversion of New Bongaigaon-Gauhati Line

*337. **SHRI CHIRANJI LAL SHARMA :** Will the Minister of RAILWAYS be pleased to state the progress made so far in conversion of metre gauge section between New Bongaigaon and Gauhati into broad gauge ?