

अध्यक्ष महोदय : बस, इतनी सी बात थी ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आपका सचिवालय....

अध्यक्ष महोदय : सचिवालय का इसमें कोई दोष नहीं है । मैं उनको बिल्कुल नहीं कहूंगा क्योंकि उन्होंने मुझ से दरखास्त की थी । मैंने नेशनल इण्टरेस्ट में सोचकर ऐसा किया है । इसमें आपकी प्रायोरिटी लूज नहीं होने देंगे ।

You will have your priority next. The same question, the same priority. You will not lose it. This is the only way.... if I have done anything....
(Interruptions)

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय अगर मैं 17 तारीख को यहां नहीं हूँ, तो ?

अध्यक्ष महोदय : आप मुझे बता दीजिए । जिस तारीख को कहेंगे, उस तारीख को करवा दूंगा ।

श्री अटल बिहारी वाजपेयी : क्वेश्चन वॉलेट किया जाता है, उसकी तारीख तय होती है । इसलिए मैम्बर्स से सम्पर्क करना जरूरी था ।

अध्यक्ष महोदय : यह मैं आपको कहता हूँ, जिस दिन आप कहेंगे उस दिन मैं उस सवाल को करवा दूंगा ।

श्री अटल बिहारी वाजपेयी : इसको थोड़ा आगे खिसका दीजिए ।

अध्यक्ष महोदय : मैं उनकी मजबूरी को समझ सकता हूँ, तो आपकी भी समझ सकता हूँ । मेरे लिए दोनों बराबर हैं । मैंने तो नेशनल इण्टरेस्ट को बात करके

किया है । मेरे दिमाग में कुछ नहीं है और न उनके दिमाग में है और न आपके दिमाग में है । बोलिए, जिस दिन आप कहें, मैं उस दिन करवा देता हूँ ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आपका सचिवालय सरकार की मदद करता है ?

अध्यक्ष महोदय : सवाल ही पैदा नहीं होता है । आप कहें तो मैं इतवार को करवा दूंगा ।

Upgradation of Railway Stations

*164. SHRI A. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the guidelines for upgrading stations; and

(b) the details of those being upgraded on South Eastern Railway in 1982-83 and 1983-84?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) and (b). A statement is laid on the Table of Sabha.

Statement

(a) Halt stations are upgraded into flag stations provided there is sufficient traffic justification and the proposal is financially justified on the basis of additional earnings and additional expenditure.

(b) There are certain proposals under consideration for conversion of halt stations into flag station of S. B.

Railway. The details of such passenger halts are as under:

S.No.	Name of the Passenger halt	Division	State
1	Khirai between Haur & Panskura station	Kharagpur	West Bengal
2	Banstlaa between Sardiha and Jhargram	Kharagpur	West Bengal
3	Bagri Road between Garbeta and Piardoba	Adra	West Bengal
4	Rajalukaha between Baramara and Bangriposi	Kharagpur	Orissa
5	Jankideipur between Sakhi Gopal & Malatipatpur	Khurdaa Road	Orissa
6	Chakrabhatta between Dhadapara and Belha	Bilaspur	M.P.
7	Kotmi Sonar between Akaltara & Jairamnagr	Bilaspur	M.P.

Action, on merits of each proposal, will be taken by South Eastern Railway administration as soon as the examination is completed.

SHRI A. C. DAS: It seems that only to upgrade the halt stations to flag stations does not solve the problem. You may be aware that flag stations in Orissa are not up to the mark. Even the good platforms, waiting halls and other basic amenities are not available. May I know whether flag stations will give proper facilities and amenities to the passengers. What are the guidelines given by the Railway in this connection?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Halt stations are upgraded into flag stations provided there is sufficient traffic justification and the proposal is financially justified on the basis of additional earnings and additional expenditure. There are certain proposals under consideration for conversion of halt stations into flag stations on S. E. Railway. The details of such passenger halts have been given in the statement.

Action, on merits of each proposal, will be taken by South Eastern Railway administration as and when the examination is completed.

SHRI A. C. DAS: My question was different. You are aware that Orissa is

very backward state and now-a-days new industries are coming up with the help of our Hon'ble Prime Minister and the keen interest shown by our Chief Minister. Even in my constituency, Jaipur, Keojar Road and Dharmandal have now become industrial belts. But these stations still remain in the same position without any improvements. Whether government propose to raise the platforms, provide sheds and other amenities to the passengers in these stations, and even fly-overs over there also.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have told you that we have certain criteria and we have to go through these criteria. Unfortunately, I cannot make an exception. If I make an exception here, then a number of persons will come to me and say that since I have made an exception in the case of 'A' why I should not make an exception in the case of 'B' and so on. I quite sympathise with the hon. member. But let me look into this. I can only assure him that he will get sympathetic consideration.

SHRIMATI GEETA MUKHERJEE: I am glad to note that the first station in the serial number is a station which is in my constituency. I hope the hon.

Minister remembers the representations made to him by all the parties from this station through me several times considering all those representations considering the fact that this halt station has remained as a halt station for the last 20 years, considering the fact that a lot of vegetable is being grown nearby, considering the fact that booking is not done from that station and also considering the fact that technically it is not coming in the range of giving financial return, will he assure that he will look after it and bring it within the budgetary sanction?

SHRI A. B. A. GHANI KHAN CHAUDHURI: This is number one because of her representations and because of certain basic facts that deserve consideration. Automatically, it will come in that. She should not get unnecessarily agitated.

MR. SPEAKER: She is not agitated; she has got only an agitational approach.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I also know her constituency very well.

So, I do not want to say more than that.

श्रीमती कृष्णा साही : अध्यक्ष महोदय, मंत्री जी ने बताया है कि हॉल्टिंग स्टेशन से प्लेग स्टेशन में कंवर्शन के लिए कुछ गाइडलाइंस है provided there is sufficient justification, provided there are additional earnings,

तब आप हॉल्ट स्टेशन से प्लेग स्टेशन में कंवर्शन करते हैं। बहुत से ऐसे हॉल्ट स्टेशंस हैं जहां ठेकेदारी प्रथा के द्वारा टिकट काटते हैं और सारी व्यवस्था इनके द्वारा स्टेशनों पर की जाती है। उनके यहां से जो रिपोर्ट मंगवाई जाती है वह रिपोर्ट सम्बद्ध स्थानीय कर्मचारी ठेकेदार से मिल कर भेजते हैं। जैसा कि हमारी माननीय सदस्या ने कहा कि यह रिपोर्टें दो-दो, तीन-तीन वर्षों तक एक-सी ही आती

रहती हैं जिससे कि उन पर कोई एक्शन नहीं हो पाता है। मैं यह जानना चाहती हूं कि क्या सरकार या रेल मंत्री जी इस टिकट कटवाने की ठेकेदारी प्रथा को समाप्त कर के रेल विभाग द्वारा टिकट कटवाने की प्रथा चलायेंगे ताकि वहां ठीक से कार्य संचालन हो सके और करेक्ट रिपोर्ट आ सके ?

AN HON. MEMBER: Correct. A good question.

SHRI A. B. A. GHANI KHAN CHAUDHARI: Mr. Speaker there is a convention that has been going on for a long time, that a halt station is manned by a contractor and is open for booking of passengers only; and a flag station is manned by the Railway staff and it deals with passenger traffic, luggage traffic and in some cases goods traffic also. Now, if there is any positive complaint about this, Mr. Speaker, I would certainly look into that, and may reverse the whole system.

MR. SPEAKER: Mr. Chaudhuri, yesterday we broke a convention, as far as the Industries Ministry was concerned. So, you can also do it.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I will certainly look into it, Mr. Speaker. But I must have certain complaints.

SHRIMATI KRISHNA SAHI: I have given several complaints— not one.

MR. SPEAKER: Mr. Anantha Ramulu Mallu.

SHRI ANANTHA RAMULU MALLU: On 165.

MR. SPEAKER: Where were you yesterday?

SHRI ANANTHA RAMULU MALLU: I was very much here.

PROF. MADHU DANDAVATE: He was also (Interruptions)