

should form a Land Management Authority. That is under consideration. The composition of the Land Management Authority which the Hon. Member is interested in knowing is not before me just now.

PROF. N. G. RANGA : We were told that more than one lakh, in fact several lakhs, of land are in possession of the Railways, especially by the railway sites and for a very long time; for decades, we have been pressing with the Railway authorities to lease these lands temporarily for the Scheduled Caste and Scheduled Tribe people in view of the fact that there is such a scarcity of land for them. And, for some time, the Scheduled Caste people have been granted this land and they have been cultivating small extents of land and making some income out of it. Are we to understand that this policy is being reversed? Then, what is more, how would it help the Scheduled Caste people if these margin lands also, even for lease purposes, are put on sale for competitive prices?

SHRI A. B. A. GHANI KHAN CHOUDHURY : Most of the railway land is today occupied by trespassers. It will not be one lakh acres; it will be less than one lakh acres. With the help of the State Governments, we will try to recover the land. First, the land is not in our possession; it is a story of the past that the land has been occupied by the trespassers everywhere. Now, no State Government will actively come to help us on this matter. What the State Governments sometimes tell us is, 'You return the land'. We are prepared to return the land provided they pay us the open market rate. Otherwise, why should we return the land?

With regard to rehabilitation of Scheduled Castes and Scheduled Tribes, the policy will be decided by the Authority that we are creating. As I said, we are doing it in the interests of creating an asset for Railways and if we cannot create assets for the Railways, we want to sell the land in the open market so that we may have some

funds to do some good work for the Railways.

Percentage of average monthly trips of Delhi-Howrah Rajdhani Express by Diesel Engines During 1982-83

*750. **SHRI SURAJ BHAN :**

SHRI ATAL BIHARI

VAJPAYEE :

Will the Minister of RAILWAYS be pleased to state :

(a) percentage of average monthly Rajdhani Express trips between Delhi and Howrah in 1982-83 and the current year when it was hauled by diesel engines although the route has been electrified at a great cost;

(b) reasons thereof and what percentage of such trips was due to burning of motor components of electrical locomotors; and

(c) percentage of BHEL motors out of those mentioned in part (b) above?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY) : (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) The percentage of Rajdhani Express trips between Delhi and Howrah hauled by Diesel and Electric locomotives were as under:-

Year	%age of trips hauled by electric locos	%age of trips hauled by diesel locos
1982-83	100%	Nil
1983 84	50%	50%

(b) From 1-4-1983 with the change of time table, the frequency of the Howrah-New Delhi Rajdhani Express was increased from two trips a week to four trips a week for doing which an additional rake provided with compressed air braking was introduced to cater to the services while the existing rake continued to be with vacuum braking. As no electric locos were available with provision for operating the compressed air braked rake, diesel locos provided with facility for working with compressed air brake system on the coaches were utilised for this rake while the electric locos continued to operate with the vacuum braked rake. Therefore, the percentage of trips between Howrah and New Delhi operated with electric locos and diesel locos is 50% each.

There had been no incident of burning of motor components or failure of electric loco on the Rajdhani Express leading to replacement of the same by the diesel loco.

(c) In the light of the above, this does not arise.

श्री सूरज भान : अध्यक्ष महोदय, स्टेटमेंट में यह कहा गया है कि 1982-83 में 100 फीसदी इलेक्ट्रिक इंजन से राजधानी एक्सप्रेस चलेगी लेकिन अगले साल 50 फीसदी डीजल इंजन से और 50 फीसदी इलेक्ट्रिक इंजन से चलेगी और उसकी वजह यह बताई है कि इलेक्ट्रिक इंजन नहीं हैं। अरबों रुपया खर्च करके दसियों साल में आपने पूरे ट्रैक को इलेक्ट्रिफाई किया है और तब आपने यह सोचा कि दो ट्रिप के बजाए चार ट्रिप इसके करेंगे। यह आपने ओवरनाइट सोच लिया। इसके लिये पहले से कोई प्लान बनाया होगा और चितरंजन लोकोमोटिव वर्क्स को लिखा होगा कि हमें इतने इंजन चाहिये या बगैर प्लान के आपने सब कुछ कर लिया। आपने चितरंजन लोकोमोटिव वर्क्स को लिखा होगा कि इतने इंजन चाहिए और वे नहीं दे पाया या आपने इनके लिये लेट लिखा। तो मैं यह

जानना चाहता हूँ कि इसके लिये तीन जिम्मेदार हैं। अरबों रुपया खर्च इस पर खर्च कर दिया और अब डीजल इंजन की आप बात करते हैं और उसमें ज्यादा पैसा खर्च होता है। तो कृपा करके यह बताइए कि इसके लिये कौन जिम्मेदार है?

SHRI A. B. A. GHANI KHAN CHOUDHURY : There is no question of dearth of Railway engines or locos, so on and so forth. It is this. The air braking system is supposed to be a much better system than vacuum brake system. When the frequency of the Howrah-Delhi Rajdhani was increased from two trips to four trips, an additional rake was needed and there it was introduced with a compressed air braking to cater to the services. But for this air braking system we do not have any electric loco which can be fitted with air braking system. We have a system of what is called vacuum braking. With vacuum brake, we have quite a number of electric locos. There is no dearth of engines as the Hon. Member is thinking.

But it is a question of system. The system is the air braking system. We want to introduce the air braking system. The air braking system, I am told—I am not an engineer myself and I cannot tell you in details but what I have been told is that it is a much better system. Since no electric locomotive. (Interruptions) Kindly let me complete the answer. Since no loco was available with the provision of operating the compressed air brake train, diesel locos provided with the facility of air brake system were utilised for this rake. Electric locos continued to be operated with the vacuum brake. It will be possible to haul both the rakes—the Howrah-New Delhi Rajdhani Express—with the electric locomotives in the next 3 months or so because we will then be able to have the air braking system introduced in both the rakes.

श्री सूरज भान : अध्यक्ष महोदय, एयर ब्रेकिंग और वैक्यूम की बात को बीच में लाकर आप खुद ही उलझ गये हैं। एकचुअल रीजन

यह नहीं है। आपने खुद माना है कि इलेक्ट्रिक इंजन नहीं थे इसलिये डीजल इंजन लाये, यह आप खुद मान रहे हैं।

एक बात मैं और पूछना चाहता हूं अध्यक्ष महोदय कि लोड का सवाल है। आज इनकी रेलवे 39 किलोमीटर पर आवर के हिसाब से चल रही हैं। परमिसेबल कैपेसिटी ज्यादा है। अगर इसको 60 किलोमीटर पर आवर कर दिया जाये तो बिना किसी अतिरिक्त खर्च के जो रैक्स आपके पास हैं, उनका डबल यूज हो जायेगा।

मैं पूछना चाहता हूं कि राजधानी एक्सप्रेस 120 किलोमीटर की स्पीड से एक बार चल चुकी है पहले और आपके इंजन की कैपेसिटी है 18 कोचेज ले जाने की। 130 किलोमीटर की स्पीड से वह चल सकता है। आप उसको 105 किलोमीटर की स्पीड से चला रहे हैं और 18 बोगीज के बजाए 8-10 बोगीज ले जा रहे हैं। आपके पास इंजन भी हैं। ए.डब्ल्यू.पी.वन बना हुआ है, चितरंजन ने बना दिया है। आप उसका इस्तेमाल क्यों नहीं कर रहे हैं और उसकी पूरी कैपेसिटी का इस्तेमाल, लोड का और स्पीड की पूरी कैपेसिटी का इस्तेमाल अगर आप कर पायें तो इससे मुल्क को ज्यादा फायदा होगा। मुल्क को ज्यादा फायदा हो, इसके लिये आप क्या करने जा रहे हैं ?

SHRI A. B. A. GHANI KHAN CHOUDHURY : Mr. Speaker, Sir, I have explained the whole matter and again I assure the Hon. Member that we don't have any dearth of electric locos.

(Interruptions)

Keeping in view the punctuality aspect I have told the railway people that punctuality under no circumstances should be the casualty. Now, you may say any speed but

punctuality has to be kept in mind, safety has to be kept in mind. I will also take the experts' opinion on your suggestion but the railway track is in a very bad shape. It is no use to take the risk if the things are not in a better shape. I will convey the concern of the Hon. Member to the experts and if they agree to speed up the whole thing then it will be speeded up.

SHRI KRISHNA CHANDRA HALDER : Sir, the Hon. Minister in his reply has stated that in 1983-84, 50 percent were run by electric locos and 50 percent by diesel locos. He has also said that air brake system is not there in all electric locos and that within three months all the electric locos will be provided with air brake system.

SHRI A. B. A. GHANI KHAN CHOUDHURY : Sir, I had mentioned about Rajdhani rakes only and not for all the trains.

SHRI KRISHNA CHANDRA HALDER : I am speaking only about Rajdhani Express. Now Rajdhani Express is being run by 50 percent electric and 50 percent diesel engines. What is the extra expense involved in 50 percent engines run by diesel ? What is the percentage of occupancy of the Rajdhani Express from Delhi to Howrah during 1983 and 1984 ? I want to know this information.

SHRI A. B. A. GHANI KHAN CHOUDHURY : All these questions do not arise from the main question.

Sri Lanka's Restrictions on Travel to India

*751. SHRI P. M. SAYEED : Will the Minister of External Affairs be pleased to state :

(a) whether Sri Lanka has agreed to take up with the authorities concerned reconsiderations of the newly imposed restrictions on travel to India;

(b) whether India had made the request to Sri Lanka in this regard;