

were informed that before taking final decision, all these factors will be taken into consideration. What the hon. Member wants is that I should announce the decision now itself. Since the examination of the cause is not yet complete, I am not in a position to tell anything on this.

**SHRI MANORANJAN BHAKTA:** I would like to know from the Hon. Minister the total manpower engaged in Calcutta Port, the total cargo handled at the Calcutta Port, the manpower engaged in Haldia Port and the total cargo handled there. What is the profit and loss at both the places, if different accounts are maintained? What considerations have prompted for the proposal for delinking the two ports to come up?

**SHRI VEERENDRA PATIL:** The information is not readily available with me, but approximately I can say that in Calcutta Port, the strength of the employees is more than 30,000, and the traffic handled there is about four million tonnes, or just over three million and upto four million tonnes. The strength of the employees at Haldia port is round about 2000; I do not have the exact figures. Haldia port is handling more cargo than the Calcutta port. According to my information, Haldia port is a surplus Port, whereas Calcutta is not.... (*Interruptions*).

#### Shortage of accommodation in Chetak Express

\*568. **SHRI BHEEKHABHAI:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3036 on 10 December, 1981 regarding dieselisation of Chetak Express and state:

(a) whether it is a fact that there is shortage of accommodation in 15/16 Chetak Express; and

(b) if so, whether Government propose to introduce a new faster train?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K.**

**JAFFER SHARIEF):** (a) The train is running with its scheduled composition. However, there is overcrowding on a number of sections.

(b) No, Sir.

**SHRI BHEEKHABHAI:** I would like to know from the hon. Minister, why he is spoiling the good name of Chetak, the glorious horse of Rana Pratap. Most of the Indian tourists as also the foreign tourists want to see the city of lakes. As you know, this train passes through Jaipur, Ajmer, Chittorgarh and then to Udaipur. These are all historical and most religious places. Many of the historical minded people, religious minded people, and the natural beauty minded people travel by this train and the tourists, including the foreign tourists carry a very bad impression from the running of this train which takes about twenty four hours to reach. This is the only train by which hon. Members from Chittorgarh, Bhilwara, Banswara and even our hon. friend sitting by my side from Dausa travel. An assurance was given by the former Minister of Railways as also the present Minister for speeding up the train. An assurance was given to the late Shri Mohanlal Sukhadia also in this respect. Will those assurances be honoured?

I would also like to know, whether the full quota of first class will be restored... (*Interruptions*).

**MR. SPEAKER:** The speed of 'Chetak' was in the question itself.

**SHRI C. K. JAFFER SHARIEF:** I do appreciate the anxiety and the emotions of the hon. Member.

**SHRI MOOL CHAND DAGA:** How will you share it?

**SHRI C. K. JAFFER SHARIEF:** As rightly pointed out, it was the desire of the late hon. Member. Shri Mohan Lal Sukhadia also. He also used to speak many times to us about this train.

The problem really relates to the number of halts provided to this particular train. We took up this matter. The only way of speeding up this train is by withdrawing the number of halts. The track condition is bad, and it is a saturated line also. We took up this matter with the State Government and the State Government did not agree to it. We have again taken up this with the State Government, and if they agree, and the hon. Member can pressurise on the State Government to concede to withdraw certain halts, we can speed up the train. That is the only way by which we can speed up this train.

**SHRI BHEEKHABHAI:** Mr. Speaker, Sir, he has not replied to part (b) of my question that is the accomodation provided to the train earlier was full First Class. Now it has been cut to one-half unit First Class and half unit Second Class. I am asking the reason for that.

I also asked when they can start a train from Jodhpur to Jaipur—Marubhumi Express, then why Udaipur Division is neglected which has got so many ancient and religious places?

**SHRI C. K. JAFFAR SHARIEF:** Sir, I have not disputed any of the facts. I have already explained the constraints of the line capacity. On the other hand we cannot change the timing because Delhi Station cannot receive the train. Now, in regard to the speeding up of the train, there is only one possibility i.e., only when halts the withdrawn.

**SHRI BHEEKHABHAI:** May I know whether the Minister or the Railway Board stand by the assurance given to the late Mohan Lal Sukhadia? This is also one of my questions.

**MR. SPEAKER:** You cannot ask so many questions.

श्री गिरधारी लाल व्यास : चेतक एक्सप्रेस उदयपुर से शाम को 5-45 बजे रवाना होती है और दिल्ली में 2-0.5 बजे

पहुचती है। जैसा कि श्री भीखा भाई ने कहा है इतना समय किसी ट्रेन में नहीं लगना चाहिए। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या इस ट्रेन को दिल्ली में 10 बजे पहुंचाया जा सकता है ताकि उस क्षेत्र के लोग यहां आ कर पालियामेंट एटेन्ड कर लें, शहर में अपना काम कर लें और सरकारी काम कर लें। क्या मंत्री महोदय यह आशवासन देंगे कि इस ट्रेन में डीजल इंजिन लगाया जाएगा और यह ट्रेन 10 बजे दिल्ली पहुंचेगी। मंत्री महोदय ने कहा है कि राज्य सरकार को हॉल्ट्स को कुछ कम कराने की बात कही गई है। हम यह बात नहीं कह सकते, क्योंकि इससे आम जनता को बहुत तकलीफ होगी। लेकिन अजमेर, जयपुर और रिवाड़ी जैसे बड़े बड़े शहरों में यह ट्रेन एक एक डेढ़ डेढ़ घंटे तक रुकती है। क्या मंत्री महोदय वहां हॉल्ट के समय को कम कर के इस ट्रेन को दिल्ली में 10 बजे पहुंचाने का कष्ट करेंगे ?

**रेल मंत्री (श्री प्रकाश चन्द सेठी) :**

अध्यक्ष महोदय, यह ट्रेन 795 किलोमीटर की दूरी तय करती है और 20 घंटे 40 मिनट में यहां आती है। वह मीटरगेज लाइन है। ट्रेन में डीजल इंजिन लगाने से रनिंग टाइम में केवल एक घंटे का फर्क पड़ सकता है। लेकिन एक फायदा यह हो सकता है कि इसमें दो तीन कोचिज बढ़ाए जा सकते हैं। इसी लिए राज्य सरकार को हमने कहा था, और आज भी मैंने मुख्य मंत्री जी से बात की है और राजस्थान के माननीय सदस्यों से भी कहा है कि अगर 15 नहीं तो कुछ हॉल्ट्स कम करवाएं तो हम इस बात की कोशिश कर सकते हैं कि यह ट्रेन 2 बजे के बजाय 11 बजे यहां पहुंचे।