

माधुर को भी जोड़ा जाए, ऐसा मेरा कहना है।

SHRI A.B.A. GHANI KHAN CHOU-DHURY : It does not arise out of the main question. If the hon. Member puts a separate question, I am prepared to answer it.

SHRIMATI BIBHA GHOSH GO-SWAMI : In view of the fact that after Independence practically there has been no improvement of this section . . .

(Interruptions)

MR. DEPUTY SPEAKER : He has said that he will send you a reply.

SHRIMATI BIBHA GHOSH GO-SWAMI : The Minister said that economic viability should be taken into account. Ranaghat Gede is just part of the Sealdah-Gede section. It is not Ranaghat-Gede, but Sealdah-Gede. So, the whole section should be taken into account in counting economic viability. Now I ask my main question in a little different manner. This area is populated mostly by the people coming from erstwhile East Bengal. An overwhelming majority of them belong to the sheduled castes who feel that they are discriminated against. This feeling is justifiably so to my mind since other lines such as Sealdah-Krishnagar, Sealdah-Shantipur and also other lines touching the border such as Sealdah-Bongaon, Sealdah-Basihat etc., have been electrified long time back while this line has been left out. There have been umpteen number of representations by the M.L.As, M. Ps, Passengers' Conventions and Associations as also a unanimous a resolution passed by the State Assembly. They all fell on a deaf ear. Therefore this feeling of discrimination is correctly so. I say that the economic viability is very closely linked with the improved services. Also because preliminary work such as raising of the platforms, construction of overbridges etc., have already been completed at important Stations, the cost involved for this will be much less. In view of all this, will the Minister assure us that the railways as a public utility service, will revive or take up whatever language thinks fit the electrification on a priority basis and also give an assurance that diesel engines will be there during the interim period ?

SHRI A.B.A. GHANI KHAN CHAU-DHURY : Mr. Deputy-Speaker, Sir, I have

already replied all those questions at length.

PROF. P. J. KURIEN : Is the hon. Minister aware of the fact that Kerala Government has offered electricity at cheaper rate for electrification and whether he is also aware of the fact that in Kerala not a single kilometre line is electrified ? In view of this, what steps does he propose to take for the electrification of the line in Kerala ?

MR. DEPUTY SPEAKER : Please look into it.

PROF. P. J. KURIEN : Is Kerala not in India ?

MR. DEPUTY-SPEAKER : You consider his request sympathetically. He says that not a single inch of electric railway line is in Kerala. I have recommended your case Prof. Kurien.

SHRI A. B. A. GHANI KHAN CHOU-DHURY : I was just trying to impress upon him that for 1984-85 for the major electrifications, we have decided on 16 projects. I am afraid that all the names of these 16 projects are not with me. I do not know whether in these 16 projects, Kerala is there or not.

PROF. P. J. KURIEN : Kerala is not there, Sir.

SHRI A. B. A. GHANI KHAN CHOU-DHURY : I will only give an answer if the hon. Member gives me a notice.

(Ends.)

MR. DEPUTY-SPEAKER : Q. No. 468 and 470. Prof. Nirmala Kumari Shaktawat and Smt. Pamila Dandavate. Not there. Both the happy couples are not there.

Next question. Q. No. 473.

Running Direct Express Trains from Kanyakumari to other Cities

*473 SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state :

(a) whether there are proposals to run direct express trains from Kanyakumari to other cities ;

(b) whether surveys have been undertaken in this regard ;

(c) if so, the details there of ; and

(d) the reason for long delay in the operation of direct express train services to different parts of the country from Kanyakumari ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOU-DHURY) : (a) to (d) A statement is laid on the Table of the Sabha.

STATEMENT

(a) No, Sir.

(b) to (d) Apart from the question of traffic justification, introduction of new trains from Kanyakumari to different parts of the country is not feasible due to shortage of coaches and locomotives and constraints of line capacity on sections enroute and terminal facilities.

SHRI N. DENNIS : The hon. Minister has stated that there is no traffic justification. He has mentioned want of facilities such as shortages of coaches and so on as reasons for non-operation but these are not valid reasons for the non-operation. I would like to point out that there is full traffic justification. Moreover traffic justification could be tested only after operation. Regarding the want of other facilities mentioned in the statement they should have to be provided by Government, it is regrettable to note that even 5 years after introduction of passenger train service operation to Kanya Kumari direct express train operation is not provided to Kanya Kumari though this great necessity caught the attention of the Government which is clear from several Ministerial and official pronouncements and announcements in this regard. Even after its publication in the Railway Time table in this regard, it is not translated into action. Many trains terminate at Trivandrum which only about 50 miles from Kanya Kumari. May I know whether Hon. Minister would take personal attention in this long pending matter and take immediate steps for the early operation of direct express train service to Kanya Kumari ?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Kanya Kumari is metre gauge the various parts of the country are on the other gauge.

SHRI A. NEELALOHIDHADASAN NADAR : It is broad gauge ; he is misleading the House.

MR. DEPUTY SPEAKER : Your name is there. You will be called.

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Sir, at present Kanya Kumari is connected to Tirunelveli and Trivandrum by direct train service. Trivandrum is connected with important cities like Madras, Bombay, Calcutta, Delhi, Bangalore and Ahmedabad. Recently we have introduced two pairs of trains between New Bongaigaon to Trivandrum and between Ahmedabad and Trivandrum. Apart from traffic justification, introduction of direct train service between Kanya Kumari and other parts of the country is difficult because of the heavy utilisation of the line capacity enroute. For example, in Punjab, Ambala-Gharonda section the line capacity utilisation is between 98.1% to 107%. Between Balharshah and Belampalli in Andhra Pradesh, this comes to 99.5%.

It is very difficult to provide these services and it will be considered if it is a realistic demand.

SHRI N. DENNIS : The hon. Minister has stated about the train services from Trivandrum. But my point is that express trains have to move South of Trivandrum and there is no direct Express Train service to Kanyakumari from other parts of the country. If we have direct link between Kanyakumari and all parts of the country, it will go a long way in promoting national integration, removing pressing prevailing difficulties faced by a large number of national and international tourists, pilgrims and passengers visiting this Southern tip of the country, who want to witness the three seas meet, Vivekananda Rock Memorial, Gandhi Memorial, the Sun rise and Sun set on the horizon and other places of tourist interests and also to offer prayers before the sacred temple there. Now, this long delay famous suspicion and frustration among the people that this place will be continuously abandoned isolated from direct Express train service. So may I know from the hon. Minister whether he will take into consideration these aspects and take immediate steps for early operation of direct Express Trains from Kanyakumari to other parts of the country ?

SHRI A.B.A. GHANI KHAN CHOU-DHURY : Mr. Deputy-Speaker, Sir, the traffic people do not think that at the present moment, it is feasible because of the

constraint of coaches, constraint of lines etc. The lines are also worn out and all that. Since this is a very emotional issue, I will again consider the whole issue and see what can be done.

SHRI A. NEELALOHITHADASAN NADAR : The hon. Minister has told the House that the traffic people do not consider this feasible. From his reply, it is obvious that traffic people are controlling the Minister, not the Minister controlling the traffic. The reply of the Minister to the original question itself is a negative one. The Minister has gone all the way to find out some reasons for not introducing the Express Trains asked for by the people in the region. The constraint on line capacity, terminal facilities, etc., are the main cause for not providing Express Trains from Kanyakumari. This is what the Minister has stated. But if there is constraint on the line capacity, he may please take measures to double the line capacity not only from Kanyakumari to Trivandrum but from Kanyakumari to Ernakulam.

My second point is this. He has also stated that there are no terminal facilities at Kanyakumari. I would request him that he may please consider improving the terminal facilities. Similarly, when Prof. Madhu Dandavate was the Railway Minister, the Trivandrum-Kanyakumari line was opened. At that time, he made a promise that he would introduce trains from Kashmir to Kanyakumari which would also promote national integration. I would like to know whether the hon. Minister will fulfil that promise so that he may consider introducing Express Train from Kanyakumari to Kashmir, as early as possible.

SHRI A.B.A. GHANI KHAN CHAUDHURY : I have already answered these points. (*Interruptions*). I have already said that there are certain constraints according to the traffic people at the present moment. About the question of doubling the line and putting up terminal facilities and all that, I have not spoken anything. I have said with the existing resources as to whether this can be done or not at the present moment. I have not said what can be done after six months and one year and all that. I have just spoken of the present limitation.

(*Interruptions*)

श्री दलीप सिंह भूरिया : माननीय उपाध्यक्ष महोदय, जम्मू-तबी सुपरफास्ट एक्सप्रेस सप्ताह में दो बार कन्याकुमारी तक जाती है और उत्तर तथा दक्षिण भारत को जोड़ती है। अगर इस ट्रेन को रोजाना कर दिया जाए तो इससे लोगों को काफी सुविधा हो जायेगी। इसलिए, मैं यह जानना चाहता हूँ कि क्या इस ट्रेन को 'डेली' कर दिया जायेगा ?

SHRI A.B.A. GHANI KHAN CHAUDHURY : As I said, there are certain limitations and we will certainly look into these proposals within the constraints of those limitations.

SHRI M. SATYANARAYAN RAO : I am sorry to bring to the notice of the hon. Minister that there is a feeling in South that his Ministry is neglecting South India. The Railways are running two Rajdhani Express trains, one to Bombay and the other to Calcutta. Why don't you operate one Rajdhani train to South upto Madras and after that it can go to Kanyakumari. We have raised this matter several times, and the Minister has promised to consider it sympathetically, but we would like to know, what he is going to do.

SHRI A.B.A. GHANI KHAN CHAUDHURY : The question does not come out of it. However, I am sorry if this feeling has developed in South. I am extremely apologetic for this. On the point of introduction of trains, if the hon. Member remember, I have said that from every state capital to Delhi, we are considering to introduce trains like Rajdhani with all amenities and comforts as quickly as possible. As a matter of fact, we are now holding a meeting to find out whether and when we can introduce such trains from State capitals to Delhi.

Translation of Tagore's Works in Hindi and other Indian Languages

*475. SHRI A.K. ROY: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) names of the Rabindra Nath Tagore's works translated into Hindi so far and detailed facts thereof ;