

श्री रवि रत्न शर्मा : माननीय मंत्री महोदय ने जो सभा पटल पर अपना उत्तर रखा है, उसमें मूल प्रश्न के (ए) भाग का जो उत्तर है और जो इनका उत्तर है, उसमें विरोधाभास मान्य होता है। उसमें इन्होंने कहा है :

"On this basis, there has been no financial loss on the diesel locomotive works, Varanasi."

लेकिन वे जानते हैं कि सन् 1973-74 में उनका प्रोडक्शन बन्द रहा। तो उनसे हानि किसी तरह की नहीं हुई। जो टारगेट पूरा नहीं किया गया है, उससे कोई हानि दिखलाई नहीं पड़ती।

श्री एल० एन० मिश्र : दो तरह की बातें हैं, यह माननीय सदस्य समझेंगे। एक तो यह है कि जो एक्सपेक्टेड प्रोफिट होता है या जो रिटर्न हम एक्सपेक्ट करते हैं, वह नहीं आ रही है और दूसरी बात यह है कि घाटा हो रहा है। तो मैं बनाना चाहूंगा कि घाटा नहीं हो रहा है लकिन जितना हम एक्सपेक्ट करते हैं और प्राशा कर्म थे, उतनी आमदनी नहीं है। घाटा भी नहीं हुआ है।

Remodelling of Burdwan Station

*793. SHRI S. N. SINGH DEO: Will the Minister of RAILWAYS be pleased to state

(a) whether there is any plan to remodel the Burdwan Station (Eastern Railway),

(b) if so, the salient features thereof, and

(c) the average number of passenger trains running daily from this Station?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) No, Sir.

(b) Does not arise.

(c) 63 pairs of trains.

SHRI S. N. SINGH DEO Burdwan is a very crowded railway station. As stated by the hon. Minister, 63 pairs of trains pass through Burdwan station every day. He is also aware of the fact that two public sector steel projects at Burnpur and Durgapur are located in this region. The railways

run a large number of trains, carrying large quantities of iron ore, lime stone etc. to the steel plants. Further, Calcutta and its suburbs being one of the biggest industrial complex in our country, a large number of labourers also go through this station as daily passengers. As a result of all this and due to the heavy traffic congestion, almost every day some of the local trains and also long distance passenger trains are either detained or delayed at Burdwan railway station. In view of this fact, may I know whether the hon. Railway Minister will reconsider the question of the re-modelling of the Burdwan railway station?

SHRI L. N. MISHRA: The importance of Burdwan is there. I am not disputing that. In reply to question whether amenities are available, I say, all essential amenities, such as, upper Class waiting rooms for gents and ladies separately, waiting halls, one retiring room with 8 beds, five platforms with adequate facilities, two water coolers, five drinking water stalls, urns, etc are there. Now, to give additional facilities, in the Fifth Plan, we have drawn up a scheme for different stations for the improved facilities. At this stage, I cannot say whether I will be able to include Burdwan at the moment. Burdwan compares favourably with many other stations on the same Railways.

SHRI S. N. SINGH DEO: May I know whether he is also aware of the fact that there have been certain incidents on the railway station because of delaying of the trains and, as a result of that, there have been so many agitations? In view of these things and also, in view of the fact that the amenities to passengers are also quite inadequate compared to the huge number of passengers that go to Calcutta and its industrial complex, will the hon. Minister kindly reconsider his decision and provide more traffic facilities and also amenities to the passengers at the Burdwan station?

SHRI L. N. MISHRA: As I have said, Burdwan is a very important station.

Already, there are necessary amenities for the passengers. As the hon. Member has stated, if it needs reconsideration, I will try to see what can be done.

SHRI KRISHNA CHANDRA HALDER: As the hon. Minister knows, the main line, the grand chord line, the Sahebganj line that runs through Shantiniketan and the narrow-gauge line from Katwa to Burdwan, all these lines and the goods trains and passenger trains, even the Rajdhani Express, run through Burdwan and terminate at Howrah, that is, at Calcutta. In the Fifth Plan period, both the passenger traffic and goods traffic will increase. In view of these facts, may I know whether the Government will take necessary steps to re-model the railway lines, the terminal facilities, from Asansol to Burdwan and from Howrah to Burdwan, whether these facilities will be increased and the Burdwan station will be re-modelled. If it is not done, then there will be discontent among the passengers and there will be dislocation of trains also. I would like to know from the hon. Minister whether in the Fifth Plan, he will take necessary steps to re-model the railway lines, the terminal facilities and re-model the Burdwan station.

SHRI L. N. MISHRA: The hon. Member has asked the same question. The importance of Burdwan is there. There is no quarrel on that point. About the provision of additional facilities, as I said, when we take up the case of other stations in the Fifth Plan, apart from what we have already decided, the case of Burdwan will also be considered in view of the points made out by the hon. Members.

SHRI KRISHNA CHANDRA HALDER: Whether you are also going to declare Burdwan-Asansol as suburban section?

SHRI DEBENDRA NATH MAHATA: Will the hon. Minister be pleased to state, as he said just now that for re-modelling a railway station three conditions are necessary, that is eco-

nomic viability, utility and administrative grounds, whether regarding Burdwan Station such conditions are fulfilled or not so that this Station may be included for re-modelling in the Fifth Plan?

SHRI L. N. MISHRA: Burdwan qualifies very much. It is in the thick of the colliery area. It is very important; I know. That is why I have said that I will give consideration to it.

Production of Polyethylene powders and Alcohol by Union Carbide

*794. **SHRI MADHU LIMAYE:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) what is the capacity of Union Carbide for Low and high density Polyethylene powders,

(b) what is their actual production,

(c) have they been given any expansion of capacity recently;

(d) if so, the reasons therefor; and

(e) when will the Government of India's Petro-Chemical Corporation Limited begin production of low density polyethylene?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (e). A statement is placed on the Table of the House.

Statement

PRODUCTION OF POLYETHYLENE POWDERS AND ALCOHOL BY UNION CARBIDE

(a) and (b). M/s. Union Carbide India Ltd. are licensed to manufacture 9,000 tonnes/annum of low density polyethylene. Their production during the last 3 years was as under:

1971	15,105 tonnes
1972	15,345 tonnes
1973	14,764 tonnes

(c) and (d). They have been permitted to expand their capacity for