

SHRIMATI KRISHNA SAHI: Mr. Speaker, Sir, it has come to my notice that grants reach the states when two-third of the year has passed. He is right. But when this thing came to my notice, I took action to see that the grants reach them in the beginning of the year. Actually it happens that several papers are asked for from the States like certificates, utilisation certificate etc. and when these do not reach in time, it causes delay.

[English]

SHRI D.N. REDDY: Sir, we are proud of our ancient culture and I am glad that Government intends giving importance and encouragement for the promotion of Sanskrit, Indology and oriental studies. I would like to know from the hon. Minister what is the budgeted amount allotted in the current year for the promotion of these studies and what are the incentives that Government have provided to the students and persons who have undergone these courses. Many of them are in the streets without permanent jobs. What is the use of this pious wish that we should encourage our ancient culture when you are not providing enough employment for them? May I know from the Minister what steps are being taken for the promotion of these studies and particularly for providing permanent employment for these people?

[Translation]

SHRIMATI KARISHNA SAHI: Mr. Speaker, Sir, he has referred to the Budget.

There are both plan and non-plan expenditures in the Sanskrit Division. I would like to say that in 1987-88, there is an allocation of Rs. 338 lakh and Rs. 266 in the plan and non-plan expenditure respectively. The hon. Member wants to know to whom grants are provided for the promotion of Sanskrit studies. I would like to tell him that grants are provided to the voluntary organisations working in the field of Sanskrit. We provide grants for the development of Sanskrit education and for the Vedic conventions that are held for the promotion of Sanskrit. We have allocated Rs. 37 lakhs for the promotion of Inter-Disciplinary studies in Indology and classical languages.

[English]

Manufacture of diesel engines and replacement of steam engines

*356 SHRI AMARSINH RATHAWA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of diesel engines manufactured for narrow gauge and metre gauge lines in the country during the years 1985 and 1986 and likely to be manufactured during the current year; and

(b) on which lines the new diesel engines have replaced the old steam engines during the said period?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b). A statement is given below.

STATEMENT

(a) The number of diesel locomotives Gauge lines in the country during the years manufactured for Narrow Gauge and Metre 1985 and 1986 and likely to be manufactured during 1987 is as under:-

Year	Narrow Gauge	Metre Gauge
1985	4	38
1986	13	40
1987	5	28

(b) The sections on which the new diesel locomotives have replaced some of the steam locomotives during this period are :—

N.G.

Central Railway	—	(i) Latur-Kurdwadi-Miraj
		(ii) Daund-Baramati
South Eastern Railway	—	Narrow Gauge system of Nagpur division i.e.
		(i) Chanda-Naghibir-Gondia
		(ii) Gondia-Balaghat-Nainpur-Jabalpur
		(iii) Itwari-Naghibir
		(iv) Nagpur-Chhindwara-Nainpur
		(v) Chhindwara-Parasia-Barkuhi
		(vi) Balaghat-Katangi
		(vii) Nainpur-Mandla Fort.

M.G.

Northern Railway	—	Jodhpur-Jaisalmer
South Central Railway	-	Guntur-Hubli Londa-Mormugao Harbour.

SHRI AMARSINH RATHAWA: Sir, through you I want to ask the hon. Minister the question relating to my constituency viz— Chhota Udaipur. The longest narrow gauge line in India is in Chhota Udaipur area i.e. Daboi junction. All the lines go to different directions from Baroda e.g. Baroda to Chhota Udaipur, Baroda to Chandod, Baroda to Jambusar, Baroda to Tankhala, Baroda to Timba, Baroda to Sinor but certain trains were cancelled as a result of Kisan agitation. These should be restored.

I have been elected thrice to Parliament and every time I have been demanding that diesel engine should be provided for narrow gauge line in my area but so far my demand has not been acceded to. I have requested every Railway Minister in this regard and I hope that Shri Scindia will accede to my request. I want to know when he will fulfil our expectations?

SHRI MADHAVRAO SCINDIA: Pratap Nagar is a very important station of narrow gauge system and I fully agree with the hon. Member in this regard but the axle load of the diesel engines, ZEM-4, produced in our country is 7 tonnes whereas the maximum axle load capacity of the railway track of the Pratap Nagar area is 5.5 tonnes. Therefore, I have ordered that ZDM-5 locomotive should be produced. A prototype is being manufactured. It will take two years. By the time it is produced, a diesel loco shed for maintenance and repair of narrow gauge locomotives has to be set up in Pratap Nagar. This project has been sanctioned. It will cost approximately Rs 2 crore and 19 lakhs. Its capacity will be 20 lakh locomotives. By the time this ZDM locomotive is manufactured, this loco shed too will be ready in two years. In this way we will be able to satisfy the hon. Member as well as the aforesaid region.

SHRI AMARSINH RATHAWA: I thank the hon. Minister. Though it will take 2 years, even then I am happy that all this will be done there. There are about 15 lakh Adivasis in that area. These people go to Baroda and surrounding cities by this train. Recently, a kisan agitation was launched there. At that time certain damage was done to the railway track because of which a certain portion of narrow gauge line had been closed. Besides this, engines are not in proper shape; they have become obsolete. Will the hon. Minister, keeping in view the demand of the people, issue instructions to restore the narrow gauge line which was closed?

SHRI MADHAVRAO SCINDIA: I will get it examined.

SHRI BALKAVI BAIRAGI: I am thankful to the hon. Minister that he has ordered for attaching diesel engine to the Chetak Express. When will this be implemented? With reference to the increasing number of diesel engines on the narrow gauge lines, I would like to know whether he has taken a decision to increase the number of bogies into such trains in which Diesel engine is used because with the use of diesel engine, the capacity of train will increase? How many bogies will be increased in each train?

SHRI MADHAVRAO SCINDIA: No decision has been taken in this regard?

[English]

SHRI BASUDEB ACHARIA: Sir, Bapurao Damodar River Railway Line in the South-Eastern Railways is in the narrow gauge section. (Interruptions). It is in the South-Eastern Section. Trains are still running with old, over-aged steam engines. Since Government have taken a decision to weed out and eliminate the steam engine by the turn of the century, may I know from the Hon. Minister whether there is any proposal to run trains in this section by diesel locomotives instead of old over-aged steam engines? If so, by when?

SHRI MADHAVRAO SCINDIA: The

South Eastern Railway holding of diesel engines on the narrow gauge is the highest amongst all railways. We have given a really high allocation to South Eastern railways. Within that allocation we will have to see which areas can be accommodated. As Hon. Member well knows, there is a very great pressure on our production capacity of diesel engine and the major proportion to meet the heavy demand of traffic will have to go to the broad gauge, then to the metre gauge and then to the narrow gauge. So, I am afraid, metre gauge and narrow gauge will, as far as diesel locomotives are concerned, get diminishing proportion of production capacity allotted to it.

PROF. NIRMALA KUMARI SHAKTAWAT: Mr. Speaker, Sir, the hon. Railway Minister had stated that by October 1 diesel engine will be attached to the Chetak Express. I want to ask as to how many bogies will be increased in that train? This train passes through very important places, like pink city Jaipur, the city of Khwaja, Ajmer, the city of 'Shakti' and 'Bhakti', Chittorgarh and the city of lakes Udaipur. A large number of tourists visit these places. What is going to be done to provide some AC coaches and other facilities for them?

SHRI MADHAVRAO SCINDIA: No decision has yet been taken to increase the number of coaches after diesel engine is attached to these trains. The issue relating to provision of AC coaches is not related to this question. The question relates to diesel locomotives.

SHRI NARAYAN CHOUBEY: Mr. Speaker, Sir, you have not looked towards me.

MR. SPEAKER: I saw you but took no cognizance of you.

Kamla Balan Barrage

*357. SHRI RAM BHAGAT PASWAN: Will the Minister of WATER RESOURCES be pleased to state: