

RAJYA SABHA

Wednesday, the 11th May, 1988/21
Vaisakha, 1910 (Saka)

The House met at eleven of the clock, The Deputy Chairman in the Chair.

ORAL ANSWERS TO QUESTIONS

Amenities at model railway stations

*241. SHRI T. R. BALU:

SHRI V. GOPALSAMY:†

Will the Minister of RAILWAYS be pleased to state:

(a) what amenities are expected to be provided at model railway stations when the whole project of converting stations as model railway stations will be completed; and

(b) by when each railway station is expected to be a model station?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The amenities to be provided at model stations will include all the basic amenities like platforms, waiting halls/shelters, seating arrangements, lighting, drinking water and toilet facilities. Besides, certain additional amenities and facilities, like Waiting rooms, retiring rooms, reservation offices, foot-over bridges washable aprons, CCTV facilities, etc. will also be provided, as required, depending on the needs of the individual stations.

(b) The completion of the works proposed under the 'model stations' scheme will depend on the availability of funds in the coming years.

†The question was actually asked on the floor of the House by Shri V. Gopalsamy.

SHRI V. GOPALSAMY: Madam, Deputy Chairman, the prevailing miserable conditions of our railway stations make the railway stations of this country the model stations of the 21st century. In most of the trunk routes, like the Delhi-Madras route, where long distance trains are run, we could not get even drinking water, cold water, even in this hot summer, in most of the railway stations. And the atmosphere in some of the stations where base kitchens are operated is not at all hygienic. May I know from the hon. Ministers whether basic amenities, facilities, will be provided in all the stations? I would also like to know from the hon. Minister the total number of stations to be branded in this country as model stations and the names of the stations selected for the State of Tamil Nadu.

SHRI MADHAVRAO SCINDIA: Madam, the total number of stations selected to be converted as model stations is 67. In the State of Tamil Nadu, four have been selected and they are Madras, Tiruchirapalli, Madurai and Coimbatore.

SHRI V. GOPALSAMY: Madam, when we travel from Delhi towards south, till we reach Vijayawada, we are totally isolated from the rest of the world. We do not get national newspapers either in Bhopal or in Nagpur or in any of the stations as if we have reached some no-main's land. May I request the hon. Minister...

THE DEPUTY CHAIRMAN: I know it is available in Nagpur.

SHRI V. GOPALSAMY: ...to make arrangements, because air service is very much there from Bhopal to Nagpur, to take some steps to provide national newspapers, English newspapers, in these stations?

SHRI N. K. P. SALVE: In Nagpur they are available, Madam.

THE DEPUTY CHAIRMAN: Yes. They are available in Nagpur.

SHRI V. GOPALSAMY: No, we are not getting.

SHRI MADHAVRAO SCINDIA: Our best effort will be made in this direction. (Interruptions)

SHRI SHANKARRAO NARAYAN-
RAO DESHMUKH: Considering the peculiar position that Nasik Road station holds, which is next to Bombay being surrounded by military base, air base and the Security Press, is the Government intending to re-model it on a priority basis?

SHRI MADHAVRAO SCINDIA: Madam, Nasik has not been nominated to be taken up as a model station. However, I have explained several times to hon. Members that just because a station is not included in the list of model stations, it does not mean that the normal work to fulfil requirements in a phased manner is totally arrested. It will continue. But the model stations will be concentrated upon to develop as ideal prototype stations.

SHRI SATYA PRAKASH MALA-
VIYA: I draw the attention of the hon. Minister to the news item of 24th April in the "Hindustan Times". It says:

"Japanese to redesign New Delhi Station—in about a decade, the New Delhi Railway Station will step into the 21st century possibly with a vast covered concourse of 18 platforms and about 50 lines, the rooftop of which will be used for handling the millions of passengers who would be using the station."

My question is this: Is it a fact that the Northern Railway has enlisted the services of Japanese consul-

stants for making a survey and preparing a design for giving the ultra modern look to the New Delhi Railway Station? If so, what are the details and the terms and conditions thereof? I would also like to know whether no Indian consultants were available.

SHRI MADHAVRAO SCINDIA: Madam, we are consulting the Japanese on this. The question of Indian consultants not being available does not arise. We are taking constant advice from many sources all over the country. However, New Delhi is something which we really want to develop as a very ultra modern and futuristic station. For that reason, a dialogue has taken place between us and the Japanese. The details are being worked out.

श्री रजनी रंजन साहू : उपसभापति महोदया, रेलवे में सुधार की बात रेल मंत्री जी ने कही है और सुधार किया भी है। पैसेंजर अमेनिटीज के बारे में उन्होंने अभी हाल ही में घोषणा की है इसके लिये पैसेंजर अमेनिटीज डायरेक्टोरेट की स्थापना की जायेगी। मैं मंत्री महोदय से जानना चाहूंगा कि इस पैसेंजर अमेनिटीज डायरेक्टोरेट का क्या स्वरूप होगा? इसमें क्या जन प्रतिनिधियों का समावेश होगा या नहीं होगा? मैं मंत्री महोदय से यह भी जानना चाहूंगा कि पहले जो एक अमेनिटीज कमेटी हुआ करती थी उसका क्या स्वरूप होगा?

श्री माधवराव सिधिया : महोदया, यह माडल स्टेशन के प्रश्न के अन्तर्गत नहीं आता है। तो भी मैं माननीय स. स. को बताना चाहता हूँ कि पैसेंजर अमेनिटीज डायरेक्टोरेट की स्थापना की गई है। इसमें अधिकारियों की नियुक्ति होगी और रेलवे बोर्ड के कई डायरेक्टोरेट्स हैं इसमें इन सब के अधिकारियों को सम्मिलित किया जायेगा ताकि रेल

मंत्रालय, रेलवे बोर्ड और जोनल रेलवेज का ध्यान भी पूरी तरह से केंद्रित हो और उनको हमारा संदेश समझ में आये और साथ ही साथ इनके बीच पूरा समन्वय स्थापित हो, जोनल रेलवे और रेल मंत्रालय के बीच पूरा समन्वय स्थापित हो। जहां तक जन-प्रतिनिधियों की बात है, उनको इसमें सम्मिलित करने का कोई सुझाव नहीं है क्योंकि यह एक गवर्नमेंट डायरेक्टोरेट है।

श्री कैलाशपति मिश्र : महोदया, वह उत्तर रेल मंत्री महोदय का हमेशा रहता है, चाहे कोई भी महत्वपूर्ण मुद्दा उठाया जाय तो उनका उत्तर रहता है कि अगर फंड अवैलेबल होगा तब उस पर विचार किया जायेगा। यह फंड अवैलेबिलिटी की सीमा क्या है यह समझ में नहीं आता है। महोदया, मैं मंत्री महोदय से जानना चाहता हूं कि क्या यात्रियों की संख्या किसी स्टेशन से औसतन कितनी जुड़ी हुई है उसके आधार पर भी आप क्या माडल स्टेशन बनाने के लिये तैयार हैं? अब मैं बिहार का उदाहरण देना चाहता हूं। पटना, गया, भागलपुर और मुजफ्फरपुर इन चार स्टेशनों की आप कोई फोटो ले लीजिये तो आप देखेंगे कि वहां पर सात सौ, आठ सौ और हजारों यात्री लेटे पड़े रहते हैं और इसके कारण लोगों को प्लेटफार्म में जगह नहीं मिलती है। इसलिये मैं जानना चाहता हूं कि क्या यात्रियों की संख्या के आधार पर कि कहां से कितने यात्री चढ़ते-उतरते हैं यह माडल स्टेशन बनाने के लिये प्राथमिकता का आधार होगा या नहीं? अगर नहीं होगा तो मैं जानना चाहता हूं कि प्राथमिकता का आधार क्या है?

श्री माधवराव सिधिया : मैडम, यात्री कितने आते हैं और यात्रियों की संख्या, इस आधार को भी आवश्यक महत्त्व रखा जायेगा। पर कई दूसरे और आधारों से ये चुने गये हैं, माडल स्टेशन चुने गये हैं। इन स्टेशनों में अलग-अलग कोई खास बात होती है किसी का धार्मिक महत्व होता है किसी का सांस्कृतिक

महत्व होता है। तो कई कारणों से उनका पूरी तरह से आकलन करने के पश्चात् माडल स्टेशन तय किये जाते हैं। ये मात्र एक आधार पर तय नहीं होते। जहां तक माननीय सदस्य ने बात कही, गया और पटना की, इन दोनों स्टेशनों को माडल स्टेशन की सूची में ले लिया गया है।

SHRI VISHWA BANDHU GUPTA:

Madam, Deputy Chairman, I am very much pleased to know that at least New Delhi is being considered by the hon. Minister for making it a model station. I would like to know from the honourable Minister whether he has got some study made on superconductivity and whether the new trains which are going to run at a speed of 400 or 500 miles or kilometres are going to be taken into consideration while designing these stations. Also, Madam, since this is going to be an integrated thing and since we are going into the 21st century, as he has said, I would like to know whether he would consider having reservations, cross-reservations, air reservations,...

THE DEPUTY CHAIRMAN: Please put your question.

SHRI VISHWA BANDHU GUPTA:

...at the stations and also facility availability at these model stations so that these two can be integrated since we are talking of very fast trains.

SHRI MADHAVRAO SCINDIA:

Madam, there is no proposal to include the trains working on the principle of superconductivity in the New Delhi Railway Station at present. It is a very futuristic concept and, in fact, even in the developed countries this has not been operated and I do not think it has even been commercially operated. However, the RDSO, as I have mentioned, has taken up five mission areas and one of them is the futuristic 'blue sky' area and it is to consider if it is

worthwhile at all to conduct studies on the 'blue sky' areas or if it is too futuristic for the requirements of this country because, I think, there need not be any high-speed trains running at 400 kms. per hour or 500 kms. per hour. Instead of increasing the speed you have to increase the amenities and make rail travel more comfortable and sometimes you don't require high-speed trains because there is no point in depositing passengers at the station at 2.00 A.M. Rather it is better to allow them a comfortable night and allow them to come at 6.00 in the morning. Therefore, at present there is no provision in the projected Plan for the New Delhi Railway Station to provide for superconductivity-based trains.

SHRI VISHWA BANDHU GUPTA: What about air reservations?... (Interruptions)... What about cross-reservation facilities? He has not answered that part of the question.

THE DEPUTY CHAIRMAN: Yes, Kumari Sayeeda Khatun.

कुमारी सईदा खतून : उपसभापति महोदया, मैं माननीय मंत्री जी से यह जानना चाहती हूँ कि मध्य प्रदेश में कितने रेलवे स्टेशनों को आदर्श रेलवे स्टेशन घोषित किया जा रहा है। जब यह सुविधाएं देने की बात की जा रही है तो उस में जो गरीब हाकरज हैं जो रेलवे का कोयला जला कर कार्बन मोनो-ऑक्साइड गैस पैदा होती है उससे प्रदूषण फैलाने में इनका हाथ रहता है। अगर उन लोगों को हटाया जाएगा तो क्या उन लोगों को रेलवे विभाग अपनी तरफ से स्मोकलेस चूल्हे या गैस की सुविधा प्रदान करने की कोशिश करेगा ?

SHRI MADHAVRAO SCINDIA: Madam, I do not know whether the second part of the question really arises out of this particular question.

THE DEPUTY CHAIRMAN: It does not.

SHRI MADHAVRAO SCINDIA: As far as model stations are concerned, in the State of Madhya Pradesh, seven stations have been chosen to be the model stations.

THE DEPUTY CHAIRMAN: Mr. Vithalrao Madhavrao Jadhav.

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, I am surprised to know from the honourable Minister that due to the constraint of resources work is not done and amenities are not being provided for the model stations. I know that there are a very few stations which have been listed as model stations. Now, I am coming to my point. In the South-Central Railway, Nampalli and Nanded are the two stations which have been included in the list of model stations. But, as far as the work at the Nampalli station is concerned, it is going on very fast. I have observed my place also, Nanded, which is an important place, a place of religious importance, where there is a Gurdwara, the Gurdwara of Guru Gobind Singh, the tenth Guru of the Sikh Panth. It has been included in the list. Work is not progressing because, they say, there is constraint of resources. There is constraint of resources when the question of doing something in the South-Central Railway which falls in the Mahathwada region of that Railway Zone arises.

THE DEPUTY CHAIRMAN: You are not asking the question.

SHRI VITHALRAO MADHAVRAO JADHAV: Madam, only here the question of constraint of resources exists. But, so far as the works at other places are concerned, this question does not arise at all. I would like to ask the honourable Minister when Nanded is going to be treated like any other model station either in the South-Central Railway or in the country. Secondly, there is a feeling in the Marathwada region that the

South-Central Railway is not doing justice to that region.

THE DEPUTY CHAIRMAN: No, please. You are not putting the question.

SHRI VITHALRAO MADHAVRAO JADHAV: I am putting the question. This concerns that region, and it is related to the main question.

THE DEPUTY CHAIRMAN: You are not putting the question and you have exhausted two minutes. What can I do?

SHRI VITHALRAO MADHAVRAO JADHAV: Some people go on making speeches but you do not tell them anything.

THE DEPUTY CHAIRMAN: No, nobody does it. You put your question.

SHRI VITHALRAO MADHAVRAO JADHAV: Is the Minister going to consider attaching the Marathwada region to the Central Railway or South-Central Railway?

SHRI MADHAVRAO SCINDIA: Madam, the work has already started on Nanded in the year 1987-88. The work on model stations will be done in phase-wise programmes. By way of example, the average amount spent on passenger amenities in the Sixth Five Year Plan was about 5.11 crores. In the Seventh Five Year Plan, during the first four years, we are spending Rs. 13.3 crores annually, which is more than double of what was spent annually in the Sixth Five Year Plan. Similarly, for other specified works, for which money is allotted for development work, in the Sixth Five Year Plan the annual average was Rs. 7.27 crores. In the Seventh Five Year Plan, during the first four years, we are spending Rs. 19.93 crores — more than double of what was spent in the Sixth Five Year Plan. So we are processing this as speedily as possible. But

there are constraints on resources. That cannot be brushed away. The expenditure on model stations in 1987-88 was Rs. 8.33 crores and in 1988-89 we have jumped it to Rs. 17.78 crores, which is more than double of what was allotted in the last...

SHRI VITHALRAO MADHAVRAO JADHAV: What about Nanded?

SHRI MADHAVRAO SCINDIA: On Nanded the work has already started.

SHRI PARVATHANENI UPENDRA: Madam, this scheme of model railway stations is good. But there are a vast number of stations in the country out of 7000 and odd stations, which are models of Company Railways in 1853 or later. Will the Minister continue these models of the Company Railways or will he improve them so that they come up to the minimum standards?

SHRI MADHAVRAO SCINDIA: We are trying our best, Madam. As I said, apart from model stations the normal development work and upgrading work at other stations would continue in the normal course. It is not going to be arrested. Apart from the model stations, our constant effort is to improve other stations also.

SHRI DHARANIDHAR BASUMATARI: I am thankful to the Minister for introduction of the Kachenjunga train by name so I would like to know whether he has in mind to take Guwahati, which is the capital and at the same time a headquarters of N.E.F. as a model railway station.

SHRI MADHAVRAO SCINDIA: I may inform the hon. Member that Guwahati has been included to be developed as a model station.

THE DEPUTY CHAIRMAN: Mr. Naresh Puglia.

श्री नरेश सी० पुगलिया : महोदया, महाराष्ट्र रेल विभाग को पैसैजर्न टूस, गुड्स ट्रेन के माध्यम से नैक्सोमम रेवेन्यू देता है लेकिन जो सुविधा देने का मांका आता है तो महाराष्ट्र के साथ रेल मंत्रालय हरदम अन्याय करता है। मंत्री जो ने हमें नागपुर से एक सुपरफास्ट ट्रेन दो। वहां लाठीचार्ज करता पड़ा था। नयी ट्रेन दो है लेकिन उसमें पुराने डिब्बे दिये हैं। महोदया, महाराष्ट्र का जो चन्द्रपुर जिला है यह आपको भी करोड़ से ज्यादा रेवेन्यू देता है। आपने महाराष्ट्र में बम्बई, पूना इत्यादि में तीन चार माडल स्टेशंस दिये हैं। चन्द्रपुर में भी माडल स्टेशन बनाने के बारे में कई बार एम० एल० ए० और एम० पी० ने रेल मंत्रालय से सम्पर्क किया है तो मैं मंत्री महोदय से जानना चाहता हूं कि जो जिला नैक्सोमम रेवेन्यू देता है उसको माडल स्टेशन बनाने के बारे में क्या रेल मंत्रालय विचार करेगा ?

श्री माधवराव सिंधिया : महोदया, जिले के आधार पर आय के आंकड़े एकत्रित नहीं किये जा सकते हैं। मैं इस बात को न नकार सकता हूं और न मान सकता हूं कि कोई एक पटिक्युलर जिला इतनी ज्यादा आय दे रहा हो क्योंकि यह जानकारी हमारे पास उपलब्ध नहीं है। उत्तर प्रदेश स्टेट में सबसे ज्यादा माडल स्टेशन लिये गये हैं और वे 9 हैं और इसके बाद दूसरे स्थान पर महाराष्ट्र है। वहां . . . (व्यवधान) आठ स्टेशन हैं और (व्यवधान)

SHRI A. G. KULKARNI: There are seven in Madhya Pradesh. How many are there in Maharashtra?

श्री माधवराव सिंधिया : मैडम, मैं फिर से जवाब देना चाहूंगा कि जहां तक सीमोलिक दृष्टि से मध्य प्रदेश का जो एरिया है वह देश में सब से ज्यादा है।

SHRI A. G. KULKARNI: This is a bureaucratic justification. This is not a political justification.

Madam Deputy Chairman, I appeal to you not as a Maharashtrian. He says seven in Madhya Pradesh. And Maharashtra which has 27 per cent of the Gross National Product has only three model stations. What is this?

श्री माधवराव सिंधिया : आप सुनने के लिए तैयार नहीं हैं। . . . (व्यवधान)

श्री नरेश सी० पुगलिया : आपको प्रोटैक्शन देना चाहिए।

श्री माधवराव सिंधिया : मैडम, कृपा करके प्रोटैक्शन तो मुझे दीजिए।

THE DEPUTY CHAIRMAN: There should be no quarrel between Madhya Pradesh and Maharashtra here.

SHRI MADHAVRAO SCINDIA: Madam, I seek your permission and through your good offices I seek the permission of Kulkarniji to allow me to answer this.

I was saying geographically Madhya Pradesh is the largest State in this country. It is also the heart of this country. We all accept that. There is no competition. UP has the highest number of model stations; it has nine. Madhya Pradesh has been allotted seven model stations in spite of being geographically the largest. And Maharashtra has not three but it has eight and it is the second in the list of maximum number of model stations.

SHRI T. R. BALU: I want to know from the honourable Minister whether the Kamarajnagar railway station which has been newly opened on the eve of the AICC Session will be made a model station.

SHRI MADHAVRAO SCINDIA: Because of the interest and lead taken by the Prime Minister the Kamarajnagar railway station is being made a permanent station. However,

it is not included in the list of model stations.

SHRI T. R. BALU: Why is it not included?

SHRI MADHAVRAO SCINDIA: The list of model stations was prepared a year and a half or two years ago and it was made basically on the principle of one station per division, more or less, and, therefore, no new stations have been added to this list.

SHRI T. R. BALU: People are trying to bring Kamaraj raj in Tamil Nadu. Why don't you give them a model station?... (व्यवधान)

श्री मनमोहन मायूर : महोदया, मैं रेल मंत्री जी से यह जानना चाहता हूँ कि क्या भारत के सभी प्रदेशों की राजधानियों को माडल स्टेशन किया जा रहा है और अगर किया जा रहा है तो कहां-कहां उन्होंने काम शुरू किया है और यह काम कब तक पूरा होगा ? अभी कुछ रोज पहले माननीय मंत्री महोदय ने यह एनाउंस किया है कि भुवनेश्वर रेलवे स्टेशन को माडल स्टेशन किया जाएगा ? अगर किया जाएगा तो कब तक और कितना फंड एलोकैटेड है ?

SHRI MADHAVRAO SCINDIA: Every State capital is not necessarily being included in the list of model stations. Bhubaneswar has been selected as a model station and some work has commenced in 1987-88. Quite a few major works are slated to take place in 1988-89 like the construction of a new annexe, ground-floor booking and reservation office, at a cost of approximately Rs. 28.8 lakhs, and various other works, the total amount of which comes to quite a good sum of money. So, the work will certainly be carried on at a faster pace in 1988-89.

DR. (SHRIMATI) SAROJINI MAHISHI: Twentyfive years have passed after the liberation of Goa from the Portuguese rule. Almost all the railway stations have remained as a remembrance of Portuguese domain in Goa. May I know how many stations the Railway Minister has taken up from Goa for modernisation?

SHRI MADHAVRAO SCINDIA: No station in Goa has been selected for model station.

SHRI RAOOF VALIULLAH: Madam, the Minister has just replied that there are 67 model stations in the country. I would like to know whether Ahmedabad is one of them. And, secondly, because of its pre-eminence from the commercial and tourist point of view, I would like to know whether the Railway authorities have sent you a proposal that only Platform No. 1 is well-paved and is kept up-to-date but all other platforms are in a dilapidated condition and need immediate attention. I would like to know whether there is any such proposal pending at the Board level or the Zonal level and what action has been taken by the Government in this regard.

SHRI MADHAVRAO SCINDIA: Madam, I am happy to inform the hon. Member that Ahmedabad has been selected as a model station. However, the further details that the hon. Member wanted, I will get them supplied to the hon. Member.

THE DEPUTY CHAIRMAN: Question No. 242.

राजस्थान में सभी के लिये स्वास्थ्य कार्यक्रम

* 242. श्री संतोष बागड़ोडिया : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने "सभी के लिये स्वास्थ्य" कार्यक्रम के अन्तर्गत