

procedure commensurate with discipline and fairplay.

(Interruptions)

Suburban trains in Bombay

*125. SHRI JAGESH DESAI: Will the Minister Of RAILWAYS be pleased to state;

(a) whether it is a fact that *the* Railways have introduced suburban trains with 12 carriages for the Western and Central Railways in Bombay;

(b) what is the number of such trains running with the Western and Central Railways;

(c) what are the names of the stations between which these trains are running; and

(d) what steps Government proposes to take to increase the number of trains and cover all the stations on suburban lines in Bombay?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (d) Central and Western Railways are utilising one 12-car EMU rake each for running eight trains between Bombay V. T./Dadar and Kalyan, and ten trains between Dadar and Virar, on an experimental basis only. The trials, which are still continuing, have brought out that a number of measures like remodelling of certain stations, extension of platforms, re-siting of signals, augmentation of electric sub-stations, provision of quicker dispersal facilities at stations etc. will have to be undertaken and a detailed techno-economic examination will be required before introduction of regular running of 12car suburban services.

SHRI JAGESH DESAI: Mr. Chairman, Sir, in the year 1960-51, the total number of passengers carried by both the sections of suburban services in Bombay, that is, the Western Railway and the Central Railway, was

30 million annually. In the year 1980-81, it has gone up to 1,500 million. This means it has gone up by five times. As far as the number of services is concerned, in the year 1950-51, it was 750. In the year 1980-81, it went up to 1,579'. This means, it has gone up by only two times whereas the number of passengers has gone up by five times. The result of this is that the carrying capacity of each train is 1,800, but actually, 4,000 passengers are being carried by each train.

In this background, we took up the matter with the Railway Minister. We had taken up the matter earlier with Mr. Bansi Lal and then with Mrs. Mohsina Kidwai. The only solution is that there should be twelve rakes in each train so that one-third more passengers can be carried and, to some extent, this will bring relief to the passengers. Now, only one drop of water has been poured into the sea. There will be an increase in the services to the extent of only one per cent with these 12 rakes and this will not solve the problem.

MR. CHAIRMAN: Two minutes over.

SHRI JAGESH DESAI: Sir, a feasibility report was prepared as far back as in 1972. I would like to know from the hon. Minister what action Government have taken in these fourteen years after receiving the feasibility report on the running of 12 coach rakes in both the sections?

SHRI MADHAVRAO SCINDIA: Sir, I can only answer what action Government have taken in the year 1985-86. I have already mentioned that Mr. Desai's suggestion is a good one. It is something which is being implemented by way of trial. There are many facets to extending this 12 car service. The results of the trial will have to be examined before implementation on a much wider scale because it has very wide ramifications. It would

require a very major investment. I am not saying that we cannot do it. But this is something which has to be analysed. The trial is on. There is a joint committee set up under the convenorship of Chief Planning Officer Of the Western Railway. The report is awaited on the trial run of this 12-car service on the Western and Central Railway.

SHRI JAGESH DESAI: Sir, infrastructure is already there between Bombay V. T. and Kalyan. But only eight trains are being run. I would like to know from the hon. Minister whether more trains will be run on this sector? Secondly, as regards western railway trains, they are running between Dadar and Borivali. So, infrastructure is there. I would like to know whether more trains would run on this sector and whether they could be extended to Churchgate. The infrastructure is already there and the Western Railway is already lengthening the platforms. So, will this question be looked into so that the passengers are given relief?

SHRI MADHAVRAO SCINDIA: In all humility I would request the Member to leave the judgement as to whether there is infrastructure available or not to the joint committee of Western and Central Railways. They are the experts and they would be able to tell us whether it is possible, without any further investment. (*Interruptions*),

MR. CHAIRMAN: Please sit down If I am not satisfied with the Minister's reply, I will allow second supplementary, third supplementary and so on. (*Interruptions*).

SHRI MADHAVRAO SCHINDIA: You are already very generous, Sir. (*Interruptions*) . Sir, Mr. Desai has talked about the length of platforms at certain station being adequate. He has mentioned about the infrastructure and other things. I agree and it seems that Thane, Dadar, Byculla and some other stations on the Western railways route do have adequate platforms, but that is not

the only aspect that is to be kept in mind. There is the question of dispersal of passengers. Today we start running the rakes of 12 cars. You can understand the volume of passengers that will unload at the stations. In the next supplementary, in the next budget session I will be asked why we have not provided for proper dispersal of the passengers, the stations are already overcrowded. So, all these aspects have to be looked into. Even things like safety and resiting of signals have to be looked into. It will be looked into in its entirety by this Committee. After they have submitted their report, we will take action on their report.

SHRI MURLIDHAR CHANDRA-KANT BHANDARE: Sir, wednesday sees the smallest number of Ministers answering all the questions for the day. Bombay has been, a neglected city despite its contribution in every field to the country. The surface traffic which is carried in Bombay by the suburban trains is the largest in the world. The Minister's answer is that he is doing it on an experimental basis. This is not really a satisfactory reply. I want to know, how soon will you ascertain that your experiment has succeeded? I want a time-limit for this. It will be a good idea to associate a Member of Parliament like Mr. Jagesh Desai with that Committee to take a more pragmatic view of the commuters. So, these are the two questions.

SHRI MADHAVRAO SCINDIA: The decision will be taken as soon as the report is submitted.

SHRI MURLIDHAR CHANDRA-KANT BHANDARE: I want a time-limit. How soon will it be done?

श्री प्रमोद महाजन : सभापति जी, बम्बई वी० टी० से कल्याण, इस रास्ते पर जैसी धीमी गाड़ियां चलती हैं, वैसी तेज गाड़ियां भी चलती हैं और यह तेज गाड़ियां जिन स्टेशंस पर रुकती हैं, बायफला हो, दादर हो, कुरला हो, धाना हो, कल्याण हो, इन सारे स्टेशंस पर दूर जाने वाली 21

डिब्बों की गाड़ियां रुकती हैं, उनके पैसेंजर उतरते चढ़ते हैं। सारी सुविधाएँ उपलब्ध हैं।

तो क्या सरकार कम से कम इस मार्ग पर जो तेज चलने वाली गाड़ियां हैं, जो केवल उन्हीं स्टेशंस पर रुकेगी जहां 21 डिब्बों वाली गाड़ियां रुक सकती हैं, क्या यह 12 डिब्बों वाली गाड़ियां उन्हीं स्टेशंस पर अगरे रुक सकती हैं, तो क्या तेज गाड़ियों की सर्विस में यह 12 डिब्बों की गाड़ियों का प्रावधान होगा, जिसके लिए किसी कमेटी के रिपोर्ट की प्रतीक्षा करने की कोई आवश्यकता नहीं है ?

श्री माधव राव सिधिया : सर, बारम्बार मैं इस बात को दोहरा रहा हूं कि सिर्फ प्लेटफार्म की लम्बाई की दृष्टि से इसका परीक्षण करने की आवश्यकता नहीं है। इसका परीक्षण, अपना पूरा जो उसकी कम्प्लेक्सिटी है, उसको मदेनजर रखते हुए हमको एग्जामिन करके—सिगनल पर्याप्त है कि नहीं, डिस्पेंसल सिस्टम पर्याप्त है कि नहीं, आपके मेन (इश्वरान)

Sir, I seek your protection from the hon. Member.

MR. CHAIRMAN: Next question. Question No. 126.

SHRI MADHAVRAO SINDIA: Thank you, Sir, having protected me.

**Request of Tamil Nadu
Government for sophisticated scanning
equipment for General Hospital, Madras**

*126. SHRI ALADI ARUNA alias V. ARUNACHALAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government of Tamil Nadu have requested the Central Government to approve the supply of highly sophisticated scanning equipment NMR to the General Hospital, Madras;

(b) whether this facility is available in any of the hospitals in Delhi, and

(c) if so, what are the details in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SA-ROJ KHAPARDE): (a) Yes, Sir.

(b) and (c) At present no facility for Nuclear Magnetic Resonance is available in any of the hospitals at Delhi.

SHRI ALADI ARUNA alias V. ARUNACHALAM: Sir, Nuclear Magnetic Resonance is the latest technique for diagnosis of diseases. It is more advanced and sophisticated than the CT scanner. Because of its importance, hon. Chief Minister, Shri M. G. Ramachandran, requested our Prime Minister to approve supply of NMR equipment to General Hospital, Madras. Now I understand that there is one NMR in the Defence Hospital and there is one more proposal also to instal one NMR in Delhi. So what is the difficulty for this Government to approve the supply of NMR to our State?

SHRI P. V. NARASIMHA RAO: As has been clearly stated in the answer, as of now there is no NMR in Delhi. We expect one to become operational after some time in the Defence organisation. About the other one, there was a proposal in regard to another being located here, but that proposal has run into so many question marks that it cannot be said what finally is going to be the outcome. We are in a very fluid stage. We have taken note of the hon. Chief Minister's request. We would consider all these aspects when final decisions are taken.

SHRI ALADI ARUNA alias V. ARUNACHALAM: Sir, he has not