

MR. CHAIRMAN : I have not disallowed it.

SHRI BABUBHAI M. CHINAI: Is it not a fact that the hon. Minister of the Central Government and the State Minister were travelling in the same compartment and is it not a fact that the breakfast was ordered for two persons by the hon. Minister from Maharashtra State and, if so, is the Minister of the Central Government not responsible for this delay of twenty minutes, which caused inconvenience to the passengers?

SHRI S. K. PATIL: The fact that a Central Minister shared the breakfast, by itself does not make him liable for the delay.

SHRI ATAL BIHARI VAJPAYEE: May I know whether the Minister from Maharashtra State has expressed his regret for detaining the train for so long, causing inconvenience to passengers and, if not, whether the hon. Railway Minister has approached the Maharashtra Minister to express his regret?

DR. RAM SUBHAG SINGH: There are standing orders that detention of trains for the convenience of VIPs is strictly forbidden. So, why should we ask that anybody should express regret? We ourselves have said in the main reply that such incidents would not be allowed to recur.

SHRI R. S. KHANDEKAR: Some time back the Grand Trunk Express was detained at an unscheduled station for the convenience of the Chief Minister of Madhya Pradesh. Similar incidents have happened on the Railways. May I know whether the Railway staff protested that they would not detain the train and they were advised not to lodge that protest? Has the Government seen press reports that „o much inconvenience was caused by the detention of the train? The train was not detained for twenty minutes but for more than half an hour. Till the breakfast was finished, the train did not move from that station. May I know whether Government would issue fresh orders, fresh instructions, to the railway staff? However high a dignitary may be, they must not succumb to his whims.

DR. RAM SUBHAG SINGH : We are again repeating the instructions which has already been issued earlier.

SHRI M. RUTHNASWAMY: May I know whether the Government have authorised any Minister to stop or detain trains beyond the scheduled time and would the Railway Minister issue instructions to the railway officials, station masters, guards, drivers, etc. not to listen to any of these directions of Ministers, whether of the Union Government or of the State Governments?

DR. RAM SUBHAG SINGH: That is what the standing order is and we shall¹ repeat it.

LOSS OF RAILWAY PROPERTY DURING BENGAL BUNDH

*201. SHRIM. P. BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated loss to Railway property during the Bengal Bundh agitation;

(b) whether any foreign goods would be required in making good the loss; and

(c) if so, what amount of foreign exchange is required to purchase the goods referred to at part (b) above?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) Rs. 55-30 Lakhs (Approx).

(b) Yes Sir, except on Northeast Frontier Railway.

(c) Rs. 68,000 approximately.

SHRI M. P. BHARGAVA: May I know, Sir, what was the mileage of track which was affected by this 'Bundh'?

DR. RAM SUBHAG SINGH: In three divisions of the Eastern Railway, *i.e.* Sealdah, Howrah and Asansol, the 'Bundh' was intensely felt and also in the Alipur-Duar district of the Northeast Frontier Railway and in the Kharagpur area of the South Eastern Railway.

SHRI M. P. BHARGAVA: May I know whether it is a fact that destruction to rail-

way property was made on all the three railways going outside Calcutta ?

DR. RAM SUBHAG SINGH: That is a fact. Obviously they are nearer Calcutta and whenever the trains leave the main station, then such destruction occurs. Sometimes destruction occurs to standing trains also.

SHRIM. P. BHARGAVA: Probably the hon. Minister has not understood my question. There are three main railways going out of Calcutta, one towards north, one towards south and the third towards the east. What I would like to know is whether the tampering with the track was on all the three railways with a view to dislocating traffic coming to Calcutta or going out of Calcutta.

DR. RAM SUBHAG SINGH: That is precisely what I said, because Sealdah division covers east and north, Asansol-Howrah division covers trains going towards the west as well as north, because the trains also go to Darjeeling. The Kharagpur area covers the trains going towards Madras. So, there is no anomaly in what I said.

SHRI P. K. KUMARAN : May I know, Sir, during those days, whether it was suggested to the Railways that on the 'Bundh' days the train services in that area must be suspended? The bus services and other services were suspended by the State Government. So, why did not the Railways suspend the train services?

SHRI S. K. PATIL: I do not think that we take orders from those people who organise these 'Bundhs'.

SHRI NIREN GHOSH: During those days beginning from March 10, the incidents occurred, as far as we know from the papers, because an attempt was made to run the trains forcibly. There were shootings and things like that and only thereafter the people tried their best to stop it. As a matter of fact, we heard that the West Bengal Government made it a point that trains must be run at any cost, even if the people offered resistance. They forced them and did everything in order to make the trains run. May I know whether this is a fact or not.

DR. RAM SUBHAG SINGH: The imputation is incorrect, because it was not the Railway Officers or staff who forced the trains to be run. It so happened that the 'Bundh' people themselves forced the Railway staff and attacked the trains, and if that had happened, then the responsibility would rest on them. So, I repudiate that.

नई दिल्ली तथा दक्षिणी दिल्ली के बीच रेलवे पारगमन

* 202. प्रो० सत्यव्रत सिद्धान्तलंकार: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली तथा दक्षिणी दिल्ली के बीच रेलवे पारगमन किस-किस स्थान पर है;

(ख) क्या इन पारगमनों से आवागमन में होने वाले प्रतिरोध की ओर सरकार का ध्यान दिलाया गया है; और

(ग) यदि हां, तो इस मामले में क्या कार्यवाही की जा रही है ?

T[LEVEL CROSSINGS BETWEEN NEW DELHI AND SOUTH DELHI

* 202. PROF. SATYAVRATA SIDHANTALANKAR: Will the Minister of RAILWAYS be pleased to state;

(a) what are the locations of the Railway level crossings that exist between New Delhi and South Delhi;

(b) whether the attention of Government has been drawn to the obstruction to the flow of traffic by these level crossings; and

(c) if so, what action is being taken in the matter?]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) to (c) statement is laid on the Table of the Sabha.

f[] English translation .