

of the Railways and in doing so, we have to see the vacancies; we have to take into account other considerations and then we will be able to absorb, I have already given the assurance to the House that we will constitute a cell and we will see how quickly we can pursue this policy.

Mr. DEPUTY CHAIRMAN:" Next question.

*223. [*The Questions* (Shri V. Go-palsamy) was absent. For answer, vide col. 25-26 infra].

Rail Link between Nasik Road and Pune-

*224. SHRI SHANKARRAO NARAYANRAO DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to connect Nasik Road railway station with Pune railway station by rail via Sangamner or Junnar in Maharashtra;

(b) whether any survey has been conducted in this regard; and

(c) Whether any committee has been appointed for the purpose?

THE MINISTER OF RAILWAYS' (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) No, Sir.

(b) Not in the recent past.

(c) No, Sir.

SHRI SHANKARRAO NARAYANRAO DESHMUKH: In view of the changed circumstances due to industrial development, establishment of Central and State Government establishments, does not the Government think that it is a pressing necessity to undertake the scheme in the interest of the public? Secondly, in view of these difficulties being faced, is it not desirable that the scheme may be taken up?

SHRI A. B. A. GHANI KHAN CHOUDHURY. Many things are

desirable; I am not disputing it but due to resource constraint, it is not possible to implement it.

SHRI SHANKARRAO NARAYANRAO DESHMUKH: What I mean is different. With regard to Nasik Road station, the Railway authorities desire that it may be made a terminus and, therefore, they intend to have another line from Nasik to Pune because so many new industrial establishments have come up there; new air-fields have come up there; new Government establishments have come up there and there is a great rush and people are stranded for days together. Therefore, is the Railway Minister considering this point, or will he apply his mind to it?

SHRI A. B. A. GHANI KHAN CHOUDHURY: There is no proposal to have a line from Pune to Nasik Road via Sangamner or Junnar. A survey was conducted in 1970-71 for a line between Kalyan and any suitable point on paund-Manmacl section. The purpose was to carry overflow of traffic from north-west and south-east Ghat lines. This was not done because of resource constraint. In order to ease the traffic, what we have today done is . . . the line between Khasra and Igatpuri and (b) between Karjat and Lonavla was sanctioned. In regard to the Khasra-Igatpuri line, 93 per-cent of the work has been completed and during this year, it will be open to traffic. In regard to Karjat-Lonavla line, 75 per cent of the work has been completed. When this is completed, traffic will be eased to a great extent. The distance between Nasik Road and Pune is 200 Kms. A rough estimate made indicates that this will cost about Rs. 100 crores. At present, as I have said, we do not have any proposal in regard to this line. As I said, the present proposal is going to ease the traffic and I do not think we require to implement the proposal of the hon. Member.

SHRI SHANKARRAO NARAYANRAO DESHMUKH: When was

the survey made? When was this estimate made? What has been the result of the survey?

SHRI A. B. A. GHANI KHAN CHOUDHURY: As I said, Nasik is in the north-east ghat and Pune is in the south-east ghat. In order to ease the traffic, a suggestion was made that we should have a line between Nasik Road and Pune. This will, to a great extent, according to many, ease the traffic. Actually, no survey was done on this. But on a rough estimate, it was noticed that this may cost Rs. " one hundred crores.

SHRI PARVATHANENI UPENDRA: How can you arrive at this estimate without doing any survey?

SHRI A. B. A. GHANI KHAN CHOUDHURY: The distance is 200 Kms. Naturally, from this, you can assess the amount which will be required for completing this line. In the recent past, in the last ten years, no survey was undertaken in regard to this line. However, in 1970-71, a preliminary engineering-cum-traffic survey was undertaken and completed. This is on a separate line. This is between Kalyan, from the northeast ghat to the Manmad-Daund line. It was suggested by some people that there should be another line. The object of the proposed line was to carry the over traffic to the main line, which could not be handled over this route because of limited capacity. This suggestion was also dropped. (Interruptions)

SHRI SURESH KALMADI. Sir, this shows the very casual attitude of the Railway Minister to the question of new railway lines in Maharashtra. There have been three persistent demands, namely, in regard to the Pune-Nasik line, in regard to the Marath-wada region as well as Konkan railways. Now, Pune and Nasik, both are industrial towns. This link is very essential. Now, most of the traffic is going via Bombay. Already, trains between Bombay and Pune are overcrowded. People travel on the trains,

clinging to the sides of the trains or travel on the top of the trains. There is also a lot of pickpocketing going on. I would like to know from the hon. Minister whether he will introduce more train services between Pune and Bombay till such time the Nasik-Pune line comes up?

SHRI A. B. A. GHANI KHAN CHOUDHURY: I will consider the suggestion of introducing more trains between Bombay and Pune.

SHRI SURESH KALMADI: What about the pickpocketing which is going on in the Bombay-Pune trains? You must do something about it.

SHRI VITHALRAO MADHAVRAO JADHAV: Sir, both Nasik and Pune are industrial towns. A lot of defence establishments are located there. I would like the hon. Railway Minister to".
(Interruptions).

SHRI SURESH KALMADI: There is a lot of pick-pocketing going on.

SHRI VITHALRAO MADHAVRAO JADHAV: Is the Government of India going to consider in the Seventh Five Year Plan. . .
(interruptions).

The Government of India should undertake survey in the Seventh Five Year Plan.

MR. DEPUTY CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

कोल इण्डिया लिमिटेड के पास रेलवे के बेकार पड़े माल-डिब्बे

221. श्री हुक्मदेव नारायण यादव :
क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) कोल' इण्डिया लिमिटेड के पास, कम्पनीवार, रेलवे के कितने माल डिब्बे उनके उलट जाने या पटरी से उतर जाने के बाद बेकार पड़े हैं ; और

(ख) इसके कारण रेलवे को कितनी हानि हुई ?

(Interruptions).