

**SHRI BABUBHAI M. CHINAI :** So far as the Government is concerned, this company is managed by a Board of Management and when the company is managed by a board appointed by the Government the question of nationalisation does not arise because it is a Board appointed by the Government. The question can be whether it is run better or not. To that I would like to have a reply whether there is any chance of bettering or improving the result of this company by any method which the Government thinks proper.

**PROF. SIDDHESHWAR PRASAD :** There has been improvement in the affairs of the company, and I can give you these facts for a period of three years. In 1968 this company was running at a loss, but in 1969 it earned profit. In 1970 also it earned profit. Still, Sir, as the hon. Member has suggested, there may be scope for better management of the company, and we are taking steps so that there may be further improvement not only in the management but also in the working of the company.

**MR. CHAIRMAN :** Question Hour is over. Short Notice Question.

12 Noon

### SHORT NOTICE QUESTION AND ANSWER

#### DEMAND FOR A RAILWAY LINE FROM UJJAIN TO KOTA

1. **SHRI N. K. BHATT :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there has been a persistent demand for a railway line from Ujjain to Kota via Mahidpur, Agar, Susmer and Paton for a long time;

(b) if so, the reasons for not accepting the demand; and

(c) whether Government are aware that one Shri Ratan Lal Parmar, a freedom fighter of the area, is on fast unto death since 8th May, 1972 in protest of the indifference of the railway authorities to the legitimate demand of the people ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :** (a) and (b) While there has been no persistent demand, a few representations were received, for construction of a broad gauge rail link from Ujjain to Toda Rai Singh via Kota and Mahidpur.

Due to paucity of funds and *prima facie*, lack of adequate traffic justification, it has not been possible to consider construction of this line.

(c) It is learnt that Shri Parmar has gone on fast.

**SHRI NAND KISHORE BHATT :** Sir, between Ujjain and Agar a railway line is already existing but it is narrow-gauge line. When it is the policy of Government to convert narrow-gauge into broad-gauge, I would request Government to examine the possibility of extending the railway line between Ujjain and Agar to Kota, because this will connect the very backward areas of Rajasthan and Madhya Pradesh where there are no other means of communication.

**SHRI MOHD. SHAFI QURESHI :** There is already a broad-gauge line connecting Ujjain with Kota which is almost running parallel to the line which is now being demanded by Mr. Parmar. So, Government is not considering at this stage construction of this new broad-gauge line.

**SHRI NAND KISHORE BHATT :** In the report of the States Reorganisation Commission a special recommendation was made in respect of Madhya Pradesh because this new Madhya Pradesh, from

the communication point of view, is very backward, and there was a positive commitment and recommendation that special efforts should be made to develop this area particularly in respect of communications. From this point of view may I request the hon. Minister to examine the possibility of laying the railway lines for which there have been demands in Madhya Bharat and Vindhya Pradesh regions of Madhya Pradesh?

**SHRI MOHD. SHAFI QURESHI :** The proposal to link Maksi with Guna is under consideration; the link is being constructed. With regard to this particular line, the hon. Member should know that the construction of new line generally involves a heavy initial capital investment. The line which is now being agitated for is 300 kilometres long and it would approximately cost about Rs. 38 crores and the Railways do not have the resources to construct this line more so when already a broad-gauge line is existing and is running parallel to this line.

**SHRI SWAISINGH SISODIA :** The hon. Minister must be aware of the fact that the new railway line from Guna to Maksi is under construction and that before final administrative approval of this line was given a survey of the line in question was ordered by the Railway Board, and looking to the convenience of the public and the backwardness of the area it was considered economically feasible to construct a new railway line from Kota to Ujjain via Mahidpur, Zalarwar, Zalar-Paton and Susmer.

**MR. CHAIRMAN :** Kindly put your question.

**SHRI SWAISINGH SISODIA :** This is the question. Was there a survey ordered for this line from Kota to Ujjain via Mahidpur? I say there was a survey and it was found feasible. What action has been taken on this survey report?

**MR. CHAIRMAN.** That is the question.

**SHRI MOHD. SHAFI QURESHI :** Sir, there has been no survey carried out. It was only an estimate made that for constructing the line of 380 kilometres an investment of about Rs. 38 crores would be involved. No survey as such was made of this line.

**श्री वी० के० सखलेचा :** जैसा श्री मंत्री जी ने बताया, उज्जैन से कोटा को जोड़ने वाली लाइन पर 50 करोड़ रुपए का खर्चा आएगा। क्या आप बता सकते हैं कि मध्य प्रदेश में एक भी नई रेलवे लाइन डालने की आपने कार्यवाही की है? मध्य प्रदेश में रेलवे लाइनों की कमी है। जैसा कि भट्ट जी ने आपका ध्यान आकषित किया, स्टेट रिआर्गनाइजेशन कमिशन ने रिकमैण्ड किया था, उसके बाद भी, स्टेट रिआर्गनाइजेशन कमिशन की रिकमैण्डेशन के बाद भी कोटा की लाइन या इन्दौर से दोहद की लाइन नहीं बनाई गई। जितने भी प्रपोजल मध्य प्रदेश के बारे में रखे जाते हैं उनके बारे में आप कहते हैं कि पैसा नहीं है जबकि अन्य क्षेत्रों में 50 करोड़ तक की नई लाइन दे रहे हैं। क्या यह मध्य प्रदेश के साथ पक्षपात नहीं है?

**श्री محمد شفیع قریشی :** مانٹے

سندسبے کو اس بات سے تسلی ہوگی کہ ایک نئی لائن گونا سے مکسی تک بنائی جا رہی ہے جس پر 9 کروڑ 60 لاکھ روپے خرچ آئے گا اور اس کی تکمیل کا کام جولائی 1973 تک مکمل ہو جائے گا۔ ایسی کوئی بات نہیں ہے کہ مدھیہ پردیش کے ساتھ کوئی سوتیلے بین کا سلوک کیا جاتا ہے۔ جب بھی تریفک سرورے ہوتا ہے اور جسٹیفیکیشن

ہوتا ہے تو نئی لائن دی جاتی ہے -

†[श्री मुहम्मद शफी कुरेशी : माननीय सदस्य को इस बात से तसल्ली होगी कि एक नई लाइन गुना से मैक्सी तक बनाई जा रही है जिस पर 9 करोड़ 60 लाख रुपये खर्च आयेगा और उसकी तकसील का काम जुलाई, 1973 तक मुकम्मल हो जाएगा। ऐसी कोई बात नहीं है कि मध्य प्रदेश के साथ कोई सौतेलेपन का सलूक किया जाता है। जब भी ट्रैफिक सर्वे होता है और जम्मीफिकेशन होता है तो नई लाइन दी जाती है]

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#### WRITTEN ANSWERS TO QUESTIONS

##### कारों के उत्पादन में वृद्धि

\*380. श्री जगदीश प्रसाद माथुर : क्या औद्योगिक विकास मंत्री 11 मई, 1972 को राज्य सभा में तारांकित प्रश्न संख्या 136 के दिये गये उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि क्या हिन्दुस्तान तथा फियट कार बनाने वाली कंपनियों ने सरकार से अपने उत्पादन में वृद्धि करने की अनुमति मांगी है ?

‡[INCREASE IN THE PRODUCTION OF CARS

\*380. SHRI JAGDISH PRASAD MATHUR : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to refer to the reply to Starred Question No 136 given in the Raiya Sabha on the 11th May, 1972 and state whether the companies manufacturing the Hindustan and Fiat cars have sought the permission

†[Hindi transliteration.

‡[ ] English translation.

of Government to increase their production ?]

औद्योगिक विकास मंत्री (श्री मोइनूल हक चौधरी) : फियट कार बनाने वाली कंपनी से हाल ही में अपनी उत्पादन क्षमता का विस्तार करने के लिये औद्योगिक लाइसेन्स प्राप्त करने हेतु एक आवेदन पत्र प्राप्त हुआ है। इसकी जाँच की जा रही है।

†[THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY) : An application for grant of industrial licence for effecting expansion of production capacity has recently been received from the company manufacturing Fiat cars. It is under examination.]

##### SMALL SCALE INDUSTRIES

\*384. SHRI A. G. KULKARNI : Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state :

(a) whether it is a fact that the small scale industries which have imported machines and equipment for undertaking manufacture of plastic containers are lying idle for want of Government's approval for food packaging ; and

(b) if so, the number and production capacity of such units and the foreign exchange spent by them for importing machines and equipment ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL-HAQUE CHOUDHURY) : (a) The Government have not received any representation from small scale units regarding their capacity lying idle for want of Government approval for food packaging in plastic containers.

(b) Does not arise.

†[ ] English translation.