

Section	Gauge	Length
The following new doubling works have been proposed in the 1971-72 Programme :—		
		Kms.
1. Tirupattur-Dasampatti (On Jolarpettai-Salem Section)	B.G.	33.40
2. Podanur-Madukkarai (On the Podanur-Olavakkot Section)	B.G.	9.66
3. Kanjikode-Olavakkot (On Podanur-Olavakkot Section)	B.G.	13.64
4. Erode-Uttukuli (On Erode-Tiruppur Section)	B.G.	36.64
In addition, provision for the doubling of the following sections of the Southern Railway has been tentatively included in the Railways' Fourth Plan. The actual timing and the scope of work would depend on the development of traffic :—		
		Kms.
1. Uttukuli-Irurur (On Erode-Coimbatore Section)	B.G.	46.00
2. Olavakkot-Shoranur.	B.G.	44.00
3. Portions of the Madras-Guntakal Section	B.G.	70.00

CONSUMPTION OF LIQUOR IN TRAINS

*21. SHRI S. A. KHAJA MOHIDEEN : will the Minister of RAILWAYS/ रेल मन्त्री be pleased to state :

(a) whether Government have recieved any reports to the effect that some passengers consume liquor freely in all the classes of accommodation in trains on the Indian Railways causing inconvenience to the other fellow passengers, particularly the women; and

(b) if so, what steps Government have taken to stop such practice?

THE MINISTER OF RAILWAYS/ रेल मन्त्री (SHRI K. HANUMANTHAIYA) :

(a) Yes, Sir. Three complaints as Rajdhani Express and one in 6 Ludhiana-Hissar Passenger train have been received;

(b) The following notice has been exhibited in the Rajdhani Express which is also announced over the Public Address System in the train :

“Please do not consume alcoholic drinks in the compartment as a consideration to fellow passengers.”

Railways have been advised to display similar notices in other trains.

There is, however, no legal bar to drinking on trains except the Prohibition Laws of States where in force. Railway staff try to persuade passengers not to consume alcoholic drinks in trains, causing inconvenience to fellow passengers.

POWER SHORTAGE IN AREAS SERVED BY BHAKRA-NANGAL PROJECT

*22. SHRI DEV DUTT PURI : Will the Minister of IRRIGATION AND POWER/ सिंचाई और विद्युत मन्त्री be pleased to state :

(a) the period upto which the power shortage is likely to be experienced in the areas served by the Bhakra-Nangal Project; and

(b) what are the details of the steps taken by Government to overcome this shortage and the time by when these areas will be relieved of the power shortage?

THE MINISTER OF IRRIGATION AND POWER/ सिंचाई और विद्युत मन्त्री (DR. K. L. RAO) : (a) and (b). A statement giving the required information is placed on the Table of the House.

STATEMENT

(a) Power shortage in the areas served by Bhakra Nangal Project, which is partly due to low inflows and partly due to progressively increasing power requirements of the area is likely to continue till more power stations are commissioned in the region. It is likely to be partially mitigated when the reservoir level starts rising, which is expected in the beginning of June, 1971.

(b) All available additional sources of generation including diesel plants are being utilized to mitigate the shortage.

Power supply from Bhakra to the Nangal Fertilizer Factory has been curtailed from about 30 lakh units/day to 14.4 lakh units per day.

The off-take of DESU from Bhakra has been reduced from 10.3 lakh units per day to 8.5 lakh units per day.

Surplus energy from thermal generation at Delhi is being injected into the Bhakra system to the maximum extent possible and the off-take by DESU of 8.5 lakh units from Bhakra reduced further.

Punjab State Electricity Board has been permitted to import diesel generating sets totalling 50MW which are likely to give benefits during the current year.

Special arrangements have been made to mine more coal and to organize transport of the same to Satpura Thermal Power Station in Madhya Pradesh for generating more power. This additional power is being utilized in Rajasthan over and above its share of power in Satpura with a view to reduce its off-take from Bhakra. This arrangement has involved considerable strengthening of the load carrying capabilities of the transmission system and intermediate stations by installation of additional equipment en route.

As long term measures, work on the following power projects under execution are being pursued vigorously :—

(i) the fifth generating unit at Indraprastha Power Station which will be commissioned in June, 1971.

(ii) the first 15MW generating unit at the Upper Bari Doab Canal Power Station of Punjab is expected to be commissioned in June, 1971, followed by the second and third units at an interval of four months.

(iii) the first unit of 100MW at the Badarpur Thermal Power Station in Delhi is to be commissioned in the fourth quarter of 1972.

(iv) the first generating unit of 200MW of the Rajasthan Atomic Power Project is expected to be commissioned in the third quarter of 1972.

(v) the first unit of 110 MW at Guru Nank Thermal Power Station in Punjab is scheduled to be commissioned by the end of 1972.

While the power shortage is expected to be partially mitigated by middle of June, 1971, with the improvement in the river flows, the shortage is likely to be reduced further with the commissioning of the power plants indicated above.

SHORTAGE OF AUTOMOTIVE TYRES

*23. DR. BHAI MAHAVIR: Will the Minister of INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मन्त्री be pleased to state:

(a) whether it is a fact that there is a serious shortage of automotive tyres in the country;

(b) whether it is also a fact that four new units which were granted letters of intent in 1960 did not implement their schemes and the letters were later revoked which contributed to the shortage;

(c) whether new letters of intent have been issued but expansion is not permitted to existing units; and

(d) if so, what are the reasons for not allowing the expansion of the existing units in view of the country's expending needs and for increased exports?

THE MINISTER OF INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मन्त्री (SHRIMOINUL HAQUE CHOUDHURY):

(a) No, Sir.

(b) Yes, but this did not contribute to any shortage.

(c) Yes, Sir.

(d) In order to distribute the capacity of automobile tyres evenly in the country no expansion of existing units was permitted. For this purpose applications from the existing tyre units for location in new areas was also considered as substantial expansion.

SHORTAGE OF RAILWAY WAGONS

*24. SHRI CHITTA BASU: Will the Minister of RAILWAYS रेल मन्त्री be pleased to state:

(a) whether there is any shortage of wagons to meet the transportation needs of several industries, particularly coal;