

because nobody has approached me, he-
cause I also deal at times with thi ter. My
good friend, if he knows anything on the
subject, may enligblen me on it.

MR. CHAIRMAN: Mr. Dharia.

SHRI M. M. DHARI \: If you going to
limit the supplementaries to ten minutes, I
am prepared to sit down without putting a
supplementary.

MR. CHAIRMAN: Thank you veil\ much.
Ten minutes are over.

SHRI AKBAR ALI KHAN: But on
important questions you will extend the time;
that has been your assurance, Sir.

MR. CHAIRMAN: Fifteen people have put
questions. I have given enough time and
enough opportunity for many to get up and
put questions. I think you must assist me.
Next question.

SHRI ARJUN ARORA: There should be a
two-hour discussion on this subject.

MR. CH MRMAN : I shall see to that.

SHRI GODEY MURAHARI: I would
suggest il is a waste of time, discussing this
matter over again. On innumerable occasions
there has been this discussion and the
Government has been in no position to clearly
state their position in this matter.

MR. CHAIRMAN : Next question.

NEW RAILWAY LINES

*H23. SHRI JAGAT NARAIN :t
SHRI SANDA NARAYAN-
APPA :

Will Ihe Minister of RAILWAYS be
pleased to suite :

the particulars of the railway lines
which were being laid during 1968-6'?' (till the
end of January, 1969) under ihe various zonal
railways in the country;

tThe question was actually asked on the
floor of the House by Shri
Narain.

(b) the extent of work done o_n the new
railway lities and the dates by which the work
on each of them is likely to be compl

(c) whether il k a fact that the progress of
work is \ cry slow at some places;
and

(d) ii ns therefor and the
steps being taken for the expeditious com
pletion of ihe work?

THE DEPUTE MINISTER JN THE
MINISTRY OF RAILWAYS (SHRI
ROHANLAL CHATURVEDI) : (a) to (d) \
statement is laid on the Table of the House.
[See Appendix LXVIT, An-No. 21.]

"The work was somewhat delayed due to

श्री जगत नारायण : नार्दन रेलवे में
हिन्दूमन कोट और श्री गंगानगर के बीच

"Progress,, and
the target date of completion
December, 1969."

मगर उन्होंने जो
रीजन स्लो प्रोग्रेस के दिये हैं उनमें लिखा है :
the failure of the State Government to fulfil
their original commitment to complete the
earthwork by 'Shramdan*'. In order to avoid
any further delay it has been decided to
complete the balance work by the Railway

"Taken in hand only in July '68. Land
acquisition in progress. Tenders for Major
bridges and other work being awarded."

इस पर कोई डेट नहीं दी हुई है कि कब काम
शुरू कर रहे हैं और दूसरे कब फंसला हुआ था
यह रेलवे लाइन बनाने का ?

दूसरे, कटुआ-जम्मू जो सड़क बन रही है
उसके मुताल्लिक उन्होंने लिखा है :

इसके मुताल्लिक वे बताएँ कि कितना खर्च
करने का फंसला किया है इस सड़क पर
इसके अलावा जो उन्होंने लिखा है कि यह

themselves."

1972 में मुकम्मिल हो जायगी तो क्या यह मुकम्मिल हो जायगी तब तक यह मैं जानना चाहता हूँ ?

तीसरा सवाल यह है कि आपको यह मालूम है कि इस हाउस में—हरियाणा और पंजाब की गवर्नमेंटों ने बार-बार लिखा है—कहा गया कि चंडीगढ़ को मेन लाइन पर लाना चाहिये और यहां पर रेलवे मिनिस्टर ने आश्वासन दिया था कि हम इस पर जरूर गौर करेंगे। मैं जानना चाहता हूँ कि चंडीगढ़ को मेन लाइन पर लाने के लिये जो बादा किया गया उसको पूरा क्यों नहीं किया जाता ? इसके साथ साथ दिल्ली से अम्बाला तक डबल लाइन होनी चाहिये क्योंकि डिफेंस के लिये वह निहायत जरूरी है। इसके बारे में इस हाउस में भी कहा गया, उस हाउस में भी कहा गया लेकिन वजीर साहब ने ध्यान नहीं दिया, क्या बात है ?

MR. CHAIRMAN: Mr. Jagat Narain you have taken about five "minutes to put this question. Therefore there can be no second question on your part.

डा० राम सुभग सिंह : हिन्दूमल कोट और धी गंगानगर लाइन 1963-64 में प्रारम्भ करने की बात चली थी और राजस्थान सरकार ने स्वयं स्वीकार किया था कि वे धर्मदान से मिट्टी का कार्य करेंगे, पर वह कार्य चूंकि पूरा नहीं हो पाया इसलिये आगे के करीब वह बनी हुई है। अब समझा जाता है कि वह नहीं कर पायेंगे, इसलिये रेलवे ने अपने जिम्मे ले लिया है और उसे शीघ्रातिशीघ्र बनाने का यत्न किया जायगा।

चंडीगढ़ से, उस वक्त के प्लान के अनुसार, कुछ दूर लाइन है और उसे फिलहाल चंडीगढ़ से जाने में कठिनाइयां हैं, मगर जो माननीय सदस्य महोदय ने सुझाव दिया है उस पर विचार किया जायगा।

कटुआ-जम्मू लाइन जम्मू और काश्मीर सरकार से तथा डिफेंस मिनिस्टर से बात करके ही बनाई जा सकेगी और उन लोगों से बातें हुई थीं और उस पर भी कार्य चालू किया जायगा।

दिल्ली-अम्बाला लाइन जो डबल करने का अभी फिलहाल कोई प्रस्ताव इस रूप में नहीं है कि सारा का सारा कर दिया जाय लेकिन जब दिल्ली एवाइडिंग लाइन बन जायगी और सारी गड्स उससे होकर जायेंगे तो उससे न केवल अम्बाला वाली लाइन को बल्कि फीरोज़पुर वाली लाइन को भी सुविधा होगी।

SHRI SANDA NARAYANAPPA : May I know, Sir, what is the proposal of the Government of India in taking up new lines, and also further is there any proposal before the Government for taking up new lines in the South Central Zone and the Southern Zone, where railway lines are lacking in areas which are still backward, and considering the need for developing those areas will the hon. Minister consider taking up new lines in the South Central and the Southern Railways ?

SHRI N. SRI RAMA REDDY: More and more.

DR. RAM SUBHAG SINGH : We have already announced in our Budget speech that on the Southern Railway, that section, the section from Tirunelveli to Trivandrum, with a branch line to Kanyakumari, will be surveyed. And after receiving the survey report we will take up the work of construction of the railway line. And there are six or seven lines in various zones, the steel plant he cotl zone, and so on in other places which are also going to be taken up.

SHRI T. V. ANANDAN: On perusing the Statement placed before the House, Sir, I find that the new lines under construction comprise both broad-gauge and

metre-gauge lines. May I know, Sir, from the hon. Minister whether it is not a fact that for efficient and economic running of the Railways in this country a policy decision was taken—since independence dawned in this country—that in future if any new railway line had to be introduced it should be only broad-gauge, and the existing metre-gauge should be converted into broad-gauge ? As such, Sir, may I know why in these new lines there is metre-gauge also, why a metre-gauge line extending to about 190 kms is also undertaken ?

DR. RAM SUBHAG SINGH : It is a fact, Sir, that the policy is going to be to have only broad-gauge. But as you know, Sir, at present Broad-gauge and Metre-gauge are virtually equal, that the difference is not much, that the extent of Metre-gauge lines is only about 3,000 Kms less than Broad-gauge lines, and these two classes of lines together with a third taken together come to about 58,000 Kms. And wherever we are constructing a Metre-gauge line, I mean the Metre-gauge line from Hassan to Mangalore, the alignment is going on side by side for the laying of a Broad-gauge line in future. (*Interruption*) Now between Karur and Tuticorin *via* Dindigul we are surveying for a Broad-gauge line. Elsewhere also, between Poona and Miraj and Kolhapur and between Guntakal and Bangalore, the Metre-gauge is going to be converted into Broad-gauge.

SHRI ANANT PRASAD SHARMA : Sir, some time back a survey was conducted for conversion of the metre-gauge line between Arrah and Sasaram known as the Arrah-Sasaram Light Railway. May I know, Sir, what is the position of that survey and when this work is likely to be taken ?

DR. RAM SUBHAG SINGH : My hon. friend does not know; it is not Metre-gauge, it is narrow-gauge. Now this land is owned by the District Board of that place, and if they purchase and hand over that line to us, we will be only too happy to see how best to manage that.

SHRI K. P. SUBRAMANIA MENON :

For the last fifteen years the people of Keraia and the Government have been agitating for the construction of a railway line between Cochin and Quilon over the coastal line. Now may I know, Sir, from the Government whether the Government has taken any steps to construct a Broad-gauge line between Cochin and Quilon *via* Alleppey, on the coast ?

DR. RAM SUBHAG SINGH : We will examine that position. Sir, because that is a very important area.

श्री दयाल दास कुर्रे : बेंगालीला से लेकर डल्ली-राजहरा, जहां बैस्ट क्वालिटी का आइरन और प्राप्त होता है, 250 मील लम्बा इतना बड़ा एरिया साउथ ईस्टर्न रेलवे के अन्तर्गत आता है। इसके महत्व को देखते हुये रेलवे मिनिस्ट्री ने कुछ समय पूर्व इसका सर्वे कर लिया था और अभी मंत्री महोदय ने बताया भी कि आइरन और के महत्व को देखते हुए ऐसी जगह में रेलवे लाइन बनानी आवश्यक है ? क्या इस सिलसिले में रेलवे मंत्रालय ने कुछ विचार किया है कि कब तक काम चालू किया जायगा या यह सर्वे तक ही रह जायगा ?

डा० राम सुभग सिंह : सर्वे तक ही नहीं रह जायेगा, जहां-जहां कोयले को ढोने या आइरन और को ढोने के लिये रेल की जरूरत है वहां-वहां पर हिन्दुस्तान स्टील मिनिस्ट्री और एन० सी० डी० सी० बगैरह से राय लेकर लाइनों का कंस्ट्रक्शन एक्सपेडाइट किया जाता है। उन लोगों से परामर्श करके हम देखेंगे कितनी जल्दी हो सकता है।

SHRI C. D. PVNDE: May I draw the attention of the hon. Minister of Railways to the broad-gauge line between Rampur and Hridwani which has been surveyed and which has been found to be economic ? The House has been extended hope by the various former Railway Ministers like Mr. Patil and I understand Mr.

Poonacha was also very impressed by this. Will the hon. Minister assure the people of that part of the country that in the interests of the development of the Terai areas and the hill areas of Tehri-Garhwal this line between Rampur and Haldwani will be taken up?

DR. RAM SUBHAG SINGH : Having regard to the importance of Nainital which is a tourist centre I think it will be a good thing for the country if the Rampur-Haldwani line is constructed in a broad-gauge form. I will see that that matter is properly gone into and expedited.

*124. [The questioner (Shri Nination Varma) was absent. For answer, vide col. 940 infra.]

COMMISSION OF ENQUIRY FOR BIRLA GROUP OF INDUSTRIES

■*125. SHRI M. P. BHARGAVA : SHRI SYED HUSSAIN : SHRI A. G. KULKARNI : SHRI CHITTA BASU : SHRI Z. A. AHMAD : SHRI BHUPESH GUPTA : SHRI M. V. BHADRAM : SHRI M. M. DHARIA : SHRI G. GOPINATHAN NAIR .

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have since taken a decision about the setting up of a Commission of Enquiry for the Birla Group of Industries; and

(b) if not, what are the reasons for delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI K. V. RAGHUNATHA REDDY) : (a) and (b) A statement is laid on the Table of the House.

tThe question was actually asked on the floor of the House by Shri Syed Hussain.

STATEMENT

(a) and (b) As I indicated in the statement on the subject made by me in this House on the 18th February, 1969, investigation of the cases which required enquiry and action has already been given to the highest possible machinery under the laws in force in the country. Cases investigated by the authorities which reveal a contravention of law, rules or regulations, can be speedily referred to the tribunal which has the authority under the law to assess, penalize or inflict punishment. In order, however, to maintain a close check and follow-up in respect of the investigations which are still continuing and also for expedition of the cases now before the various tribunals. Government have decided to appoint a special Commissioner of high status with a judicial background and experience in legal affairs, in the Cabinet Secretariat, to co-ordinate investigations and bring up matters for Government decision quickly.

DR. BHAI MAHAVIR : Sir, a discussion has been scheduled on this.

MR. CHAIRMAN : Yes; since there is going to be a full-dress debate for six hours I think we can go over to the next question.

SHRI Z. A. AHMAD : We would like to ask some questions. Short questions.

MR. CHAIRMAN : No. no.

SHRI A. G. KULKARNI : I submit to you. Sir, though you have allowed a discussion, this question was framed with a certain different angle. In the discussion we may have something else.

MR. CHAIRMAN : I am sorry I do not agree with you. We must take up as many questions as possible. This we have discussed many times and for six hours we are going to discuss this.

*126. [The questioners (Shri Bhupesh Gupta and Shri Yella Reddy) were absent. For answer, vide col. 943 infra.]