

are going to give half-an-hour or two hours, whatever it is, for a separate discussion on the matter, this should come to an end immediately.

MR. CHAIRMAN: There is no question about it absolutely. No speech is necessary

SHRI LOKANATH MISRA: You should ask the Member to go to the next question.

MR CHAIRMAN: Please sit down. Next question.

*62. [Postponed to the 8th June, 1967]

दिल्ली से बंगलौर तक सीधी गाड़ी

*63. श्री सुन्दर सिंह भंडारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली से बंगलौर तक खडवा, अकोला, पुरना, काचीगुडा और द्रोणाचलम के मार्ग से सीधी गाड़ी चलाने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हा, तो सीधी गाड़ी चलाने पर छोटी लाइन से दिल्ली में बंगलौर तक का फासला कितना पड़ेगा तथा इस समय बड़ी लाइन से दिल्ली से बंगलौर तक का फासला कितना पड़ता है , और

(ग) यह सीधी गाड़ी कब तक चालू कर दी जायेगी ?

†[DIRECT TRAIN FROM DELHI TO BANGALORE

*63 SHRI SUNDAR SINGH BHANDARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government for running a direct train from Delhi to Bangalore via Khandva, Akola, Purna, Kacheguda and Dronachallam;

†[] English translation.

(b) if so, what will be the distance from Delhi to Bangalore by the metre gauge when a direct train is started and what is the distance at present from Delhi to Bangalore by the broad gauge; and

(c) when the direct train will be started?]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. C. JAMIR): (a) No, Sir.

(b) The distances between Delhi and Bangalore by the metre gauge and broad gauge routes are 2445 and 2544 kilometres respectively.

(c) Does not arise.

‡[रेल मंत्रालय में उपमंत्री (श्री एस० सी० जमीर) : (क) जी नहीं ।

(ख) दिल्ली में बंगलौर तक की दूरी मीटर लाइन के रास्ते 2,445 किलोमीटर और बड़ी लाइन के रास्ते 2,544 किलोमीटर है ।

(ग) मवाल नहीं उठता ।

श्री सुन्दर सिंह भंडारी : मैं मंत्री महोदय से यह जानना चाहूंगा कि क्या दिल्ली और बंगलौर के बीच में किसी बड़ी लाइन को चलाने की योजना है। जहां जहां पर भी बड़ी लाइन के अवसर नहीं हैं मीटर गेज जहां पर है उसको बड़ी लाइन में बदल कर दिल्ली से बंगलौर तक सीधे कोई बड़ी लाइन चलाने की कोई योजना सरकार के विचाराधीन है क्या मुख्य रूप से इस कारण से कि आज जो मद्रास होकर बंगलौर जाना पड़ता है उस में ज्यादा चक्कर लगता है और ज्यादा समय लगता है। ट्रैफिक भी ज्यादा है और देश के बीच में यह एक आल्टरनेटिव लाइन बना देने के कारण उत्तर और दक्षिण में आवागमन के मार्ग में बहुत बड़ी सुविधा पैदा हो जायेगी ।]

SHRI PARIMAL GHOSH: An analysis of the traffic offering from Delhi to Bangalore had been taken up in recent months, in March and April, 1967 The analysis that we have received shows that on an average we get

‡[] Hindi Translation.

only 26 passengers in all the classes travelling per day. So the composite First and Third Class through-service coach available at present between New Delhi and Bangalore City, by 21 and 22 Southern Express and connected trains during five days in a week cater adequately to the needs of the through traffic. There is thus no justification for running a direct train between these two points for the time being.

श्री सुन्दर सिंह भंडारी : यह तो दिल्ली-बंगलौर के लिये दूरी दिये गये सीधे टिकटों की संख्या है। एकदम जम्प ओवर कर के गाड़ी बंगलौर नहीं पहुंचेगी, बीच में महाराष्ट्र आंध्र और वाकी जो हिस्से कैंटर होंगे उनका विचार इसमें किया गया है या नहीं। यह सीधी गाड़ी चलाने में अकेले दिल्ली और बंगलौर को हम सर्व नहीं करेंगे बल्कि बीच में पड़ने वाले देश के इतने बड़े ट्रैक का भी हम सर्व कर पायेंगे।

SHRI PARIMAL GHOSH: The main point is the distance between Delhi and Bangalore by MG and BG. It is about 2445 and 2544 kilometres respectively by MG and BG *via* Madras.

SHRI SUNDAR SINGH BHANDARI: By MG you can go direct.

SHRI PARIMAL GHOSH: The through passengers between Bangalore and Delhi normally prefer to go by BG, which is a longer route than MG.

SHRI SUNDAR SINGH BHANDARI: I would like the question again to be thoroughly studied and discussed.

SHRI R. R. DIWAKAR: I think the BG is now being taken up to Miraj. That decision has been taken, if I know aright, and it is only a question of taking it from Miraj to Bangalore.

SHRI P. K. KUMARAN: Miraj is on the other route.

SHRI R. R. DIWAKAR: No. A BG line from Poona to Miraj has already been decided upon and the work is going on, if I know aright. The ques-

tion now is not taking it from Delhi to Bangalore direct. It is only a question of taking it from Miraj to Bangalore and, if that is done, the question of my friend will be solved.

SHRI C. M. POONACHA: Actually my hon. friend's question relates to a direct BG train from here to Bangalore *via* Secunderabad, Dronachallam and Guntakal. That is a broad-gauge line from Delhi to Bangalore through Central India and that is his point. My hon. senior colleague, Diwakarji, suggested that it could be *via* Bombay. These are two different propositions altogether. Now, the question as it stands is to have a line through the central sector. We have made certain investigations regarding this question whether we could not have a BG line from Secunderabad *via* Guntakal to Bangalore.

These studies are continuing and we could not straightway furnish an answer at this moment before these studies are completed and the feasibility of such a broad-gauge is established. As a matter of fact we have the metre-gauge there. That sector is being served by the Metre-gauge line. It is not as if there is no railway there. The only thing is regarding direct broad-gauge from Delhi. Broad-gauge through Train Service is available through Madras. The suggestion is through Guntakal, whether it could be done. We will look into the matter.

SHRI R. R. DIWAKAR: From Miraj to Bangalore, is it under consideration?

SHRI C. M. POONACHA: That point is under study.

PROBE INTO STEEL DEALS

*64. **SHRI M. P. BHARGAVA:** Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the Sarkar Committee appointed to probe into steel deals as per recommendation of the Public Accounts Committee has started its work;