

(c) what is the present railway mileage in each State?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Eleven new lines and two conversions.

Cb) Railway development does not take place on any Statewise stratifications, but is considered on merits, within the monetary ceilings provided in the Plan, keeping in view the needs of specific industrial projects, expansion of port facilities exploitation and utilization of mineral and natural resources, strategic considerations and railway's own operational necessities.

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(c) Information about railway lines is not compiled Statewise but Railwaywise. The information asked for is not readily available.

**AMOUNT RECEIVED ON TAKING OVER OF THE NIZAM STATE RAILWAY**

399. SHRI BABA SAHEB SAVNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on taking over of the Nizam State Railway by the Union Government a huge amount was handed over to the Union Government Railways on condition that it would be utilised for the benefit of the area of the old Hyderabad State; and

(b) if so, what steps Government propose to take in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) and (b) A statement is attached.

**STATEMENT**

As a result of the Federal Financial Integration of Indian States with effect from 1st April, 1950, a sum of Rs. 559.50 lakhs, representing the following Fund Balances of the ex-Nizam State Railway, came to vest in the Central Government on the general principle that these balances were expended within the State concerned on the very objective for which the fund was intended: —

Name of Fund	Amount
(a) Depreciation Reserve Fund	Rs. 460 74 lakhs.
(b) Development Fund	Rs. 46.84 lakhs,
(c) Revenue Reserve Fund ..	Rs. 5192 lakhs.

**Rs. 559.50 Lakhs**

2. Of the total amount of Rs. 559.50 lakhs thus received on 1st April, 1950, the expenditure incurred by the Central Government, in pursuance of the intended objectives amounted to Rs. 2118.42 lakhs to the end of 1961-62. as detailed below: —

(a) Depreciation Reserve Fund	Rs. 1719-20 lakhs
(b) Development Fund	Rs. 322-32 lakhs
(c) Revenue Reserve Fund ..	Rs. 76-81 lakhs
<b>TOTAL</b>	<b>Rs. 2118-42 lakhs</b>

It will be seen from the above that the Centre has spent far more than the amount of the balances received from the ex-Nizam State Railway at the time of integration and has thus fully discharged its obligations. This position was fully explained during the general discussion on the Railway Budget in the Rajya Sabha in May 1959 (*vide* pages 87 and 102 of the Rajya Sabha Debates dated 8-5-59).

**SURVEY FOR A RAILWAY LINE BETWEEN SHOLAPUR AND JALANA**

400. SHRI BABA SAHEB SAVNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a preliminary survey has been undertaken for a railway line from Sholapur to Jalana through Osmanabad and Bhir; and