

(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.

Si

(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: —

<i>Name of Fund</i>	<i>Amount</i>
(a) Depreciation Reserve Fund	Rs. 460 74 lakhs.
(b) Development Fund	Rs. <b>46.84</b> 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

(b) if not, whether Government propose to have a survey made of this line during the Third or beginning of the Fourth Five Year Plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) No.

(b) The proposed line is not included in the Railway's programme of construction of new lines during the Third Five Year Plan. Hence, the survey of this line, if undertaken now, will be out of date by the time the construction of this line is taken up for consideration at a future distant date. Proposals for surveys for new lines to be carried out during the Fourth Plan period have not yet been drawn up.

**LOOP-LINE TO CONNECT  
BALLABHGARH**

401. SHRI SITARAM JAIPURIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Railway have any proposal to provide an arterial loop-line in order to serve a number of industries located at Ballabgarh on the Mathura-Tughalaka-bad Section;

(b) if so, at what cost the loop-line will be provided; and

(c) by what time it will be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Yes.

(b) At an estimated cost of Rs. 1,01,400.

(c) It is proposed to take this work, out of turn, in 1962-63. At this stage it is difficult to indicate the exact time by which the work will be completed

**BOGIE ATTACHED TO EXPRESS TRAINS BETWEEN DELHI AND KANPUR**

402. SHRI SITARAM JAIPURIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a composite bogie of first class and third class compartments which is attached to the 12 Dn and 11 Up Delhi Express trains from Delhi to Kanpur and vice versa at the rear-end, does not touch platform, thereby causing great inconvenience to passengers; and

(to) if so, what steps Government propose to take to avoid this inconvenience?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) No, Sir.

(b) Does not arise.

**CONTRACT FOR SUPPLY OF  
LOCOMOTIVES WITH A JAPANESE FIRM**

403. SHRI P. K. KUMARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that a contract for supply of 18 A.C. metre gauge locomotives had been placed with Mitsubishi, a Japanese firm;

(b) if so, the reasons for entering into this contract;

(c) whether there is any proposal under Government's consideration to manufacture A. C. metre gauge locomotives in the country; and

(d) if the answer to part (c) above be in the affirmative, when the factory is going to be set up?

THE DEPUTY MINISTER in the MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) Yes Sir, a letter of intent has been issued to the firm. The formal contract will be signed as soon as approval of the Government of Japan for financing it from, the Second Yen Credit is received.

(b) The offer of M/s. Mitsui was technically acceptable and at the lowest.

(c) and (d) Yes Sir, to manufacture only prototype A.C. metre gauge