

DR. H. N. KUNZRU: Could not some provision be made for warming lunches on the planes?

SHRI AHMED MOHIUDDIN: That is exactly what I stated. The necessary equipment is not available in the planes and it is not worth while to put all this equipment in them.

DR. H. N. KUNZRU: Is it available on the planes going from Delhi to Bombay or not?

SHRI AHMED MOHIUDDIN: This is a question about Dakotas.

DR. H. N. KUNZRU: If you could, surely these lunches cannot be worse than the snacks that you give. Now, what are the snacks that are given? Aren't they simply sandwiches and tea or coffee? It is totally unbearable.

SHRI BHUPESH GUPTA: I put it to the hon. Minister that they do not give anything now. They give only two or three lozenges. That is the position. How do they say they are giving snacks?

MR. CHAIRMAN: He travelled by that

SHRI BHUPESH GUPTA: Several times.

MR. CHAIRMAN: ... and he has not suffered as a result.

SHRI BHUPESH GUPTA: I have, if you like. I do not make a personal complaint of it, because they are starving us everywhere. That is not the point. May I know, Sir, when this thing was being done at the Agartala airport itself over the years, till the old contractor's services were dispensed with, why did suddenly the Government stop it? Did they take any medical advice that Indian people have developed vitality now that they can do with three or four lozenges?

MR. CHAIRMAN: He will say that the private sector has been replaced by public sector.

SHRI AHMED MOHIUDDIN: I have already said that as a matter of policy the Indian Airlines Corporation have discontinued serving major meals on their domestic Dakota services.

MR. CHAIRMAN: That will do. Next question.

INSTITUTE OF HYDRODYNAMICS

•355. DR. A. SUBBA RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to set up an Institute of Hydrodynamics at Poona;

(b) if so, what will be the functions of this institute; and

(c) when it is likely to start functioning?

THE DEPUTY MINISTER OF IRRIGATION AND POWER (SHRI J. S. L. HATHI): (a) No, Sir.

(b) and (c). Do not arise.

DR. A. SUBBA RAO: May I know, Sir whether the hon. Minister's attention has been drawn to a report in the *Statesman* dated 29th April, 1960, where it has been stated that there was a recommendation by the All India Council of Technical Education to start such an institute?

SHRI J. S. L. HATHI: That was a proposal made before, when there was a meeting of that Committee. That was not accepted. So, the Government have not got any proposal now.

TOHANA RAILWAY STATION

•356. SHRI BANSI LAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the main gate of the passengers' hall and booking office at Tohana railway station is locked for the last two years and the passengers are not allowed to pass through it;

(b) if so, what are the reasons therefor;

(c) whether it is a fact that the verandah of the said railway station is used as a parcel godown; and

(d) if the answer to part (c) above be in the affirmative what are the reasons therefor?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) and (b). Yes, Sir. This gate is closed as both outward and inward parcels are stacked in front of the gate. However, for the use of the passengers, another gate just close to the booking office is kept open.

<(c) Yes, Sir.

(d) As no separate parcel shed exists at this station, the verandah is being used for stacking parcels.

SHRI JUGAL KISHORE: May I know, Sir, whether the Government are aware that the headquarters of Bhakra main are situated at Tohana and it has become an important place? Is the present building of the railway station sufficient for the purpose?

SHRI S. V. RAMASWAMY: For the present it is sufficient. Anyhow, we propose to have a separate parcel office and we also propose to extend the waiting hall in the programme for 1960-61.

SHRI FARIDUL HAQ ANSARI: May I know, Sir, when this parcel office is going to be constructed?

SHRI S. V. RAMASWAMY: As I said just now, it is in the programme for 1960-61.

**ORGANISATION FOR THE
CONSTRUCTION OF RAILWAY LINES IN
IRON ORE AREAS**

•357. SHRI MAHESWAR NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to set up an independent organization exclusively for the construction of new railway line in the iron ore areas;

(b) what are the additional advantages accruable as a result of this new set-up; and

(c) what are the details of the proposed constructions to be brought under the charge of this organisation?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes, Sir.

(b) The magnitude of the task involved and the important day-to-day decisions necessary in the planning and construction of the new railway lines which pass through extremely difficult country required an adequate organisation headed by a General Manager to ensure timely completion of the work.

(c) The new railway lines which will be constructed by this organisation are:

(i) Sambalpur-Titilagarh BG 115 miles—Cost Rs. 14-58 crores.

(ii) Bimlagarh-Kiriburu BG 28 miles—Cost Rs. 6-5 crores.

(iii) Bailadilla-Kottavalasa BG 310 miles—Cost Rs. 50 crores Approx.

SHRI MAHESWAR NAIK: May I know, Sir, whether the activities of the new set-up will be confined to the iron ore areas which are supplying ores to the new steel factories in the public sector or whether they will also be extended to areas from where ores are supplied to other factories like Tatas?

SHRI SHAH NAWAZ KHAN: All these lines are being constructed mainly for export of iron ore to Japan.

SHRI MAHESWAR NAIK: May I know, Sir, whether the activities of the new set-up will be confined to the iron ore areas which are supplying ores to the new factories in the public sector or whether it will be extended to areas which are supplying ores to Tatas and others?