

RAJKUMARI AMRIT KAUR: As a matter of fact, the rich people do not need any training or education in this matter; it is only the poor who are in need of it.

CONVERSION OF RUPSA-BARIPADA-BANGRIPOSI SECTION INTO BROAD GAUGE

*164. **SHRI MAHESWAR NAIK:** Will the Minister for RAILWAYS be pleased to state:

(a) whether Government had received any representations for the conversion of the Rupsa-Baripada-Bangriposi narrow-gauge section of the South Eastern Railway into broad-gauge; if so, what action has been taken thereon; and

(b) whether any survey for the linking up of that section with the Tata-Badampahar section has been conducted; if so, what has been the result of such survey?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Yes, This will be considered along with the general question of conversion of Narrow Gauge lines to Broad Gauge, which is under review.

(b) Yes, The project was dropped as the survey result were not encouraging.

SHRI MAHESWAR NAIK: May I know when this conversion is likely to be taken up?

SHRI O. V. ALAGESAN: We have asked for data from the various railways. As soon as the data is received, we will be able to take a decision.

SHRI MAHESWAR NAIK: May I know the estimated cost in connection with the linking up?

SHRI O. V. ALAGESAN: There was a preliminary engineering survey conducted and it was found that the grading was not satisfactory. Further survey was not proceeded with. I do not have the estimated cost of the project.

SHRI MAHESWAR NAIK: Is it not a fact that the hon. Minister for Railways while touring the particular area said in a speech—rather gave an assurance—that this linking up will be taken up?

SHRI O. V. ALAGESAN: I am not aware of any such assurance.

DEVELOPMENT OF PARADIP AS A MAJOR PORT

*165. **SHRI MAHESWAR NAIK:** will the Minister for TRANSPORT be pleased to state:

(a) what steps have so far been taken on the proposal for the development of Paradip on the Orissa Coast as a major port; and

(b) the nature of the transport facilities which are going to be introduced to link up the site with the East Coast Section of the South Eastern Railway?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Preliminary surveys and investigations are still in progress with a view to assess the feasibility of developing a major port at Paradip.

(b) The port site is linked with Cuttack by inland waterways and a road up to a point six miles from the site. The provision of a rail link is not contemplated at present.

SHRI MAHESWAR NAIK: Is it a fact that a certain Japanese firm offered to construct an aerial ropeway between Paradip and Cuttack?

SHRI O. V. ALAGESAN: I do not have any definite information regarding that, but a certain foreign party approached the State Government for a survey and investigation. We advised the State Government that, without committing themselves, they could afford such facilities as they deemed fit.

SHRI MAHESWAR NAIK: Is it a fact that the congestion in the Calcutta Port is to be relieved by the development of this port?

SHRI O. V. ALAGESAN: I am not able to say how far the congestion will be relieved but an Officer on Special Duty who is attached to our Ministry recently visited this port and made certain suggestions. He has opined that this can be developed as a minor port in the first instance for dealing with ore traffic and, by the end of the second Five Year Plan, he envisages that as much as five lakhs of tons of ore can be transported from this port.

SHRI MAHESWAR NAIK: In that case, what is the proposal that the Railway Ministry has for connecting this port with the hinterland, particularly those areas which supply iron ore for export?

SHRI O. V. ALAGESAN: The railways do not come into the picture. As soon as the Hirakud Dam is completed, there will be more regular flow of water in the river and ore will be carried by river transport up to the mouth of the river and then later on by ship.

SHRI H C. DASAPPA: What other major ports are under contemplation now?

SHRI O. V. ALAGESAN: No other major port is contemplated to be built now.

SHRI H. C. DASAPPA: I would like to know whether there has not been any recommendation by the Kasturbhai Lalbhai Committee that Malpe should be converted into a major port.

SHRI O. V. ALAGESAN: Certain experiments with regard to both Malpe and Mangalore are being conducted and we are awaiting the results of those experiments.

NEW BUILDING OF THE NEW DELHI RAILWAY STATION

*166. **SHRI JASWANT SINGH:** Will the Minister for RAILWAYS be pleased to state:

(a) who prepared the design for the new building of the New Delhi Railway Station; and

(b) what has been the actual cost of construction of the Station?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The Architect of the Ministry of Railways prepared the design for the new station building of New Delhi.

(b) Rs. 19,95,000 approximately.

SHRI JASWANT SINGH: What was the original amount sanctioned for the construction of this station? Is it true that this particular station was to be constructed at a cost of about fifty lakhs of rupees?

SHRI O. V. ALAGESAN: The intention originally was to have a bigger building which was estimated to cost about thirty-six lakhs of rupees. That was given up and the present building was taken up.

RAILWAY ACCIDENTS

*148. **SHRI M. C. DASAPPA (ON BEHALF OF SHRI M. VALIULLA):** Will the Minister for RAILWAYS be pleased to state:

(a) the number of railway personnel held responsible for railway accidents in each year from 1950-51 onwards; and

(b) the steps so far taken to improve the efficiency of the railway staff in order to minimise the occurrence of accidents?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) and (b). A statement is placed on the Table of the Sabha.