

(b) Agricultural and waste lands on undulating topography, particularly in the States of Bombay, Madras, Mysore, Hyderabad and Andhra, are most affected by soil erosion.

SHRI MAHESWAR NAIK: Are any comparative figures for the last few years available?

DR. P. S. DESHMUKH: Some States have given us some approximation while the others have said that they do not possess any figures.

SHRI MAHESWAR NAIK: What are the measures that have been taken by Government for checking this erosion?

DR. P. S. DESHMUKH: This question is now being taken up very seriously. Soil Conservation Boards have been set up and recently there was a conference of the Chairmen of the Soil Conservation Boards. Many States have passed legislation in this respect. Improvements to existing centres for research as well as for experimentation are proceeding and various other steps have also been taken in hand.

SHRI MAHESWAR NAIK: Is there any truth in the statement that because of the wind from the Western desert, this desert area is advancing into U.P. and Rajasthan?

DR. P. S. DESHMUKH: No, Sir. As I have had occasions to point out, the desert is not like a ghost walking towards Delhi with the slogan, "Chalo Delhi". It is a fact, however, that because of overgrazing and so on, large areas have become sandy where nothing grows. Such areas are increasing in some places. That is why the Soil Conservation Board is taking up this problem.

SHRI H. C. DASAPPA: Is it not a fact that con tour-bunding is a simple device for preventing soil erosion?

DR. P. S. DESHMUKH: Yes, Sir, and that is very extensively used. We are also trying to encourage it.

SHRI H. C. DASAPPA: What is the help that the Central Government is giving in this respect?

DR. P. S. DESHMUKH: It would be difficult for me to answer this question but we give all the help that we can. Action has already been taken and the Bombay Government as well as the other Governments have gone very far in this respect.

SHRIMATI K. BHARATHI: May I know whether Government is aware of the fact that great havoc is caused by sea erosion in Travancore-Cochin?

DR. P. S. DESHMUKH: That is about sea erosion but from the main land we have yet to go to the sea. We have not gone very far in this.

नये रेल मार्गों के निर्माण के लिए राज्य पुनर्गठन आयोग की सिफारिशें

*२७२. श्री राम सह्याय : क्या रेल मंत्री राज्य पुनर्गठन आयोग की १९५५ की रिपोर्ट के पृष्ठ १३२-१३३ पर पैरा ४८७ को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) उक्त पैरा में जिन नये रेल मार्गों के निर्माण के लिये सिफारिशें की गई हैं उन पर रेल मंत्रालय द्वारा क्या कार्यवाही की जा रही है ;

(ख) क्या सरकार उनमें से किन्हीं रेल मार्गों का निर्माण कराना चाहती है ; यदि हां, तो कितने रेल मार्गों का, वे कौन कौन से स्थानों से होकर गुजरेंगे और उन के निर्माण पर कितना व्यय होने का अनुमान है ; और

(ग) इन रेल मार्गों का निर्माण कब तक हो जाने की आशा है ?

t [STATES REORGANISATION COMMISSION'S RECOMMENDATIONS FOR CONSTRUCTION OF NEW LINES

*272. SHRI RAM SAHAI: Will the Minister for RAILWAYS be pleased to refer to paragraph 487 on pages 132-133 of the Report of the States Reorganisation Commission, 1956, and state:

(a) the action which is being taken by the Ministry of Railways on the recommendations regarding the construction of new lines mentioned in that paragraph;

(b) whether it is proposed to construct any of those railway lines; if so, what is their number, their route alignments and their estimated cost of construction; and

(c) the time by which the construction of these railway lines is likely to be completed?]

रेल तथा परिवहन उपमंत्री (श्री ओ० वी० अलगेसन) : (क) से (ग). दूसरी पंचवर्षीय योजना में नयी लाइनों के लिए सीमित रकम रखी गयी है। इसलिए राज्य पुनर्गठन कमीशन ने जिन नयी लाइनों के बनाने की सिफारिश की है इनके बनने की संभावना कम ही है। लेकिन उन्हें नोट कर लिया गया है और दूसरी पंच वर्षीय योजना में जब कभी मौका आयेगा, तो इन पर फिर विचार किया जायेगा।

-t [THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) to (c). Owing to the limited availability of funds during the Second Five Year Plan period for the construction of new lines, the chances of construction of the new lines recommended by the States Reorganisation Commission, are remote. They have, however, been noted for review if and when an opportunity occurs during the Second Five Year Plan period.]

+ English translation.

^English translation, also read out by the Minister.

श्री राम सहाय : मैं यह मालूम करना चाहूंगा कि क्या आपको मालूम है कि जबलपुर से भोपाल आने के लिये इटारसी अथवा सागर हो कर बहुत ज्यादा चक्कर पड़ता है ? इसलिये इसकी बहुत आवश्यकता है।

SHRI O. V. ALAGESAN: We just now are not entering into the merits of the question. We have said that there are very limited funds amiable for the construction of new lines. As far as we can see at present, there is not much of a possibility of all these I new lines being undertaken during the Second Five Year Plan period.

DR. R. P. DUBE: Have Government any scheme for starting a direct train from Jabalpur to Bhopal which will reach Bhopal quicker? At present, it takes twelve hours.

SHRI O. V. ALAGESAN: I am afraid, Sir, this does not arise out of this question.

PANDIT S.S.N. TANKHA: Owing to the location of the capitals of some of the new States at places different from where they are situated at present, will it not become necessary for the Railways to provide further extra lines in order to connect the new capitals with the important centres in those States?

SHRI O. V. ALAGESAN: As far as this area is concerned, this becomes part of the bigger Madhya Pradesh State to be formed and we understand that the capital of the State is going to be located at Bhopal which is connected by rail.

SHRI B. B. SHARMA: Will it not be better to lengthen the time taken to travel from Jabalpur to Bhopal?

SHRI O. V. ALAGESAN: I do not know what the hon. Member's intention is, Sir.