

up of a Coach building factory at Jharsuguda in Orissa ;

(b) whether the Government of Orissa promised to arrange for land free of all costs and electricity energy produced at Hirakud at a cheaper cost for the purpose ; and

(c) whether the scheme has been abandoned ; if so, why ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) No.

(b) and (c). Do not arise in view of answer to (a).

SHRI S. MAHANTY : May I know whether preliminary land survey was being conducted for locating this factory in Orissa and whether this survey has been completed ?

SHRI O. V. ALAGESAN : I could not quite catch the question.

MR. CHAIRMAN : Whether the preliminary land survey for setting up this factory has been completed ?

SHRI O. V. ALAGESAN : No, Sir. There is no question of setting up this factory at Jharsuguda.

SHRI S. MAHANTY : Sir, I have to make a submission.

MR. CHAIRMAN : No submissions here ; only questions and answers.

SHRI B. C. GHOSE : The question is if the preliminary survey was conducted at all.

SHRI O. V. ALAGESAN : Perhaps it might have been done by the Orissa Government, Sir.

SHRI S. MAHANTY : Sir, the question of Orissa Government does not arise here. The question has been put to the Railway Minister and the Railways are under the control of the Centre and not under the State's control.

SHRI O. V. ALAGESAN : At times it involves the States also and they have to supply us the information.

SHRI B. C. GHOSE : Do States undertake investigations on the initiative of the Central Government or on their own ?

SHRI O. V. ALAGESAN : The whole question was gone into fully and the decision was taken to locate the factory at Perambur in Madras, and the construction of the factory has been going on there.

RAILWAY LINE FROM DEESA TO RANIWARA IN JODHPUR

*250. SHRI H. C. MATHUR : Will the Minister for RAILWAYS be pleased to state whether Government had given the Maharaja of Jodhpur to understand at the time of the accession of his state to the Indian Union that a railway line will be constructed from Deesa to Raniwara, and if so, what steps have been taken by the Government of India in this regard ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : Yes. Arrangements have been made to construct the railway link between the Deesa-Kandla line and Raniwara as soon as the development of Kandla Port has reached a stage when there is traffic offering to and from Kandla over this new link.

SHRI H. C. MATHUR : Is it not a fact that a definite undertaking was given that this project would be given the first priority ?

SHRI O. V. ALAGESAN : It will be given priority, Sir.

SHRI H. C. MATHUR : Was any collateral letter passed to the ex-Ruler of Jodhpur ? Did not the Government of India pass a collateral letter to the ex-Ruler ?

SHRI O. V. ALAGESAN : The Railway Ministry is not aware of such a thing. This Ministry was told by the State Ministry that they had informed the Jodhpur Maharaja—the then government, that they will give priority to this project.

SHRI H. C. MATHUR : If an obligation is taken over by the Government of India, is it not properly communicated to the Ministry concerned ? Has this obligation been discharged by the Railway Ministry ? Am I to understand that the Railway Minister has not been acquainted with his responsibilities in this matter ?

SHRI O. V. ALAGESAN : I have already said that this project is going to be given priority. As soon as there is development of trade at Kandla Port, this project will be taken up. There will be no delay.

SHRI H. C. MATHUR : From Raniwara to Deesa, the line is already there. Only 40 to 50 miles have to be linked and regarding this portion the survey has already been done. Is it not a fact that this survey has already been done and that there is nothing standing in the way of this project being taken up ?

SHRI O. V. ALAGESAN : The proposal is not about Raniwara—Deesa line but about the Raniwara—Bhiladi line and this can be taken up as soon as the traffic on Khundla—Deesa line develops, as I have already said.

SHRI H. C. MATHUR : I say the portion from Deesa to Raniwara is there. From Deesa to Bhiladi, the line has to be constructed. My question is why this project has not been undertaken.

SHRI O. V. ALAGESAN : I think, Sir, he is arguing the matter.

SHRI H. C. MATHUR : When is it going to be taken up ?

MR. CHAIRMAN : When is this priority to be given ? Can you indicate the time when this project is likely to be taken up ? No speculation.

SHRI O. V. ALAGESAN : I am unable to indicate the time-limit, Sir.

SHRI H. C. MATHUR : The time limit has been given. The priority is indicated in your programme for 1954.

MR. CHAIRMAN : If you have the information, why worry then ?

JODHPUR RAILWAY

***251. SHRI H. C. MATHUR :** Will the Minister for RAILWAYS be pleased to state :

(a) whether it is a fact that according to the original plan the former Jodhpur Railway was to go in the formation of the Western Railway and that Jodhpur was to be selected as the Zonal Headquarters of that Railway ;

(b) what consideration weighed with Government in shifting the former Jodhpur Railway from Western Zone to the Northern Zone ; and

(c) what are the reasons for ceding a part of the K. C. R.—Rewari section (*via* Reengus) to the Western Railway ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT, (SHRI O. V. ALAGESAN) : (a) Yes but no decision was taken regarding the location of its headquarters.

(b) The inclusion of the broad gauge section of the ex-B. B. & C. I. Railway in the Western Zone in response to public opinion necessitated the revision of the boundaries of the Western Railway as originally proposed, and the Jodhpur and Bikaner State Railways could not be included in the Western Railway.

(c) There has been no cession of the portions of the K. C. R.—Rewari section *via* Reengus, as the entire section was already with the ex-B. B. & C. I. Railway, now a part of the Western Railway. But the Delhi—Rewari—Fazilka section was transferred to the Northern Zone to give its headquarters a direct access to the metre gauge portion for operational convenience.

SHRI H. C. MATHUR : Would it not be conducive to efficiency to have one full zone comprising all the metre gauge lines only as has been done in the case of the Northern Zone, rather than two zones with part metre gauge and part broad gauge lengths ?