

श्री बूटा सिंह : इस वक्त किसी खास आफिसर के बारे में सूचना देना तो मुश्किल है, लेकिन जैसा मैंने पहले कहा, चार आफिसर पहले रखे गये थे। अब तीन आफिसर काम कर रहे हैं।

SHRI MAQSOOD ALI KHAN: May I know whether it is a fact that the Department which is existing at present is practically doing nothing and there is all the justification that it should be wound up?

श्री बूटा सिंह : मैं ऐसा नहीं मानता हूँ कि इस विभाग की अब कोई उपयोगिता नहीं रह गई है। जोनल रेलवे सिस्टम के अन्तर्गत एनिशियल स्टेज पर इंस्ट्रक्टरों की ड्यूटी का एक हिस्सा सिविल डिफेंस ट्रेनिंग भी होता है। इस काम में इंस्ट्रक्टर उपयोगी सिद्ध हुए हैं, इसलिए हम लोगों ने उनको ब्राप नहीं किया है।

श्रीती सविता बहिन : मैं माननीय मिनिस्टर महोदय से यह जानना चाहती हूँ कि जब से यह सैल कायम किया गया है तब से आज तक रेलवे के अन्दर कितने लोगों को सिविल डिफेंस की ट्रेनिंग दी गई है और अब तक कितना स्टाफ ट्रेन्ड किया गया है ?

श्री बूटा सिंह : सभापति जी, यदि आप मूल प्रश्न को देखेंगे तो आपको पता चलेगा कि उसमें यह बात नहीं पूछी गई है। सवाल में यह पूछा गया कि स्टाफ कितने हैं। आप अगर चाहें तो मैं इसका अलग से विवरण दे सकता हूँ।

Conversion of Manmad-Parbhani-Purli metre-gauge line

*6. **SHRI S. K. VAISHAMPAYEN:** Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in the work of converting the Manmad-Parbhani-Purli metre-gauge line into a broad-gauge line; and

(b) whether it is proposed to complete the work in phases; if so, by when the first phase is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) and (b) Detailed engineering survey for the conversion project has been completed and the report is under study. The project will be sanctioned and a decision taken regarding phasing of the project after the reports are examined. First phase is likely to commence in 1976-77.

SHRI S. K. VAISHAMPAYEN: Sir, according to my information, a provision of only 5 lakhs of rupees has been made for this conversion. This is very inadequate for the conversion of a long track of Manmad-Parbhani-Purli metre-gauge line. Will the hon. Minister assure this House that he will make more provision and that a full Works Division will be put up for this conversion?

SHRI BUTA SINGH: It is true that only a token provision of 4.5 lakhs of rupees has been made for the project to be taken in hand in 1976-77. Unfortunately it is not possible to make any significant progress because of the shortage of funds. As and when more funds are available, we are more keen than anybody else to take up this project.

SHRI S. K. VAISHAMPAYEN: This question of conversion has been engaging the attention of the Railway

Ministry since the First Five Year Plan. Will the hon. Minister consider giving priority to this conversion at least now?

SHRI BUTA SINGH: We have this work on our approved list. Therefore, the question of giving priority does not come in. The question relates to the availability of funds. As soon as the funds are available, we will be too happy to take up this project.

SHRI N. H. KUMBHARE: I would like to know from the hon. Minister the total number of projects connected with new lines or conversion of lines that have been sanctioned in Maharashtra and whether the work would commence simultaneously in all the projects. If not, which of the projects will be given priority and what is the principle for giving priority?

SHRI BUTA SINGH: It will be difficult to give the figures for Maharashtra. But I can say at this moment that in all eight projects on all the Indian Railways are in progress. Some of them consisting of a length of 2344 kilometers and costing 186 crores of rupees have been approved.

SHRI NILAMONI ROUTARAY: Sir, in view of the fact that most of the narrow and metre-gauge Railway lines in the country have become obsolete, out-dated and unserviceable like the narrow-gauge lines of Mayurabhanj and Parlakhemind in Orissa which I believe the Hon'ble Chairman might have seen, may I know from the Hon'ble Minister if the Government of India in the Ministry of the Railways have got any plan and programme to replace all these lines by broad-gauge ones?

SHRI BUTA SINGH: Sir, as I submitted already, this particular question relates only to conversion of one section, namely, the Manmad-Parbhani-Purli metre-gauge line into a broad-gauge line, and it will not be possible for me to give a reply . . .

MR. CHAIRMAN: They are asking general supplementaries.

SHRI BUTA SINGH: I am in agreement with him, Sir.

SHRI B. RACHAIAH: Sir, there has been a greater demand all over the country for putting up new lines, for conversion of metre-gauge into broad-gauge. Sir, whenever this question arose here, the answer was paucity of funds. I want to know whether the Government is considering the constitution of an autonomous corporation for raising the funds and implementing these projects.

SHRI BUTA SINGH: We are quite competent to take up any project that is assigned to us provided you give us money. So, there is no question of having any autonomous corporation.

SHRI S. W. DHABE: Will the hon. Minister be pleased to state in the Fifth Plan how much money was sanctioned up till now? What is the total amount for the conversion of metre-gauge lines?

MR. CHAIRMAN: You need not reply. Next question.

Theft of Railway property from the Mughalsarai Railway Station and Yard

*7. DR. RAJAT KUMAR

CHAKRABARTI: †

SHRI NABIN CHANDRA
BURAGOHAJ;

SHRI KRISHNA BAHADUR
CHETTRI;

Will the Minister of RAILWAYS be pleased to state:

(a) the value of railway property pilfered and stolen from the Mughalsarai Railway Station and yard during the current year; and

†The question was actually asked on the floor of the House by Dr. Rajat Kumar Chakrabarti.