

Plan on Booking of Grains to Stations beyond Gorakhpur

*298. **Shri Bishwa Nath Roy:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that direct booking of grains from the Railway Stations between Bareilly and Kathgodam on North Eastern Railway to the stations beyond Gorakhpur on the main line has been stopped; and

(b) if so, whether Government are aware that due to this order difficulty regarding foodgrains in scarcity areas of East U. P. and North Bihar has increased?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Traffic from metre gauge stations within 25 miles of Bareilly on the Bareilly-Kathgodam section, is to be brought by road to Bareilly and booked by the broad gauge-cum-metre gauge route while from stations beyond 25 miles of Bareilly on that section, the traffic is permitted to be booked by metre-gauge-cum-broad gauge-cum-metre gauge route.

(b) There has been no difficulty in moving foodgrains by rail from the Bareilly-Kathgodam area to areas in east U.P. and North Bihar, the booking being in the manner indicated in answer to Part (a).

Shri Bishwanath Roy: May I know why direct booking of grains from the stations mentioned in the question has been stopped, and a roundabout route has been taken?

Shri Shahnawaz Khan: Direct booking to which destination?

Shri Bishwanath Roy: To destinations beyond Gorakhpur on the main line.

Shri C. D. Pande: On the main metre gauge line.

Shri Shahnawaz Khan: In order to economise in the use of metre gauge wagons, a rationalisation scheme was introduced some two years ago. The main idea was to reduce the lead of the distance which a metre gauge wagon would have to run. According to that scheme, the wagons have now to move from metre gauge, from Bareilly on to broad gauge. Then, we have got transshipment points at Manduadih and Mokameh Ghat etc. From there, they are transhipped again to metre gauge, to the east of Gorakhpur. In actual fact, there is no restriction on movement of goods to the east of Gorakhpur. The goods are moving as they were moving before.

Shri Bishwanath Roy rose.

Mr. Speaker: So far as a single line in the whole of India is concerned, I cannot allow more than one question.

Shifting of Dhanuskodi Pier

*300. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 82 on the 15th November, 1956 and state:

(a) whether Government have since completed the examination of the report of the Committee of experts appointed to go into the question of shifting the Dhanuskodi Pier to a safer place near Rameshwaram where there would be no danger of erosion by sea;

(b) if so, the nature of decision; and

(c) whether a copy of the report will be laid on the Table of the Sabha?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir. The report is still under examination.

(b) Does not arise.

(c) The question will be considered after the report is examined.

Shri T. B. Vittal Rao: The committee was appointed about two years ago. I do not know when that committee has submitted its report. May I know the peculiar difficulty confronting the Ministry in examining this report and arriving at a decision

Shri Shah Nawaz Khan: The only difficulty is that the plan for shifting the pier to somewhere near Rameswaram is very closely linked with another bigger project known as the Sethusamudram project.

Shri T. B. Vittal Rao: The question of executing the Sethusamudram project will not be taken up during the Second Five Year Plan period. So, may I know whether this project also will have to wait till the completion of the Second Plan period?

Shri Shah Nawaz Khan: We are taking some precautionary measures, such as putting in groynes etc. And we shall have to mark time to keep pace with the other project.

Shri T. B. Vittal Rao: May I know the main recommendations of that committee?

Shri R. Ramanathan Chettiar: In view of this report having been submitted to Government two years ago, will Government take adequate steps to expedite the examination of the report and to implement the scheme as early as possible?

The Minister of Railways (Shri Jagjivan Ram): As has been explained by the Deputy Minister, the whole scheme is linked up with the Sethusamudram project. Unless that project is finally taken on hand, it will be premature on our part to settle this.

Shri R. Ramanathan Chettiar: In reply to a question put by me, the Minister had stated that the report on the Sethusamudram project had been submitted two years ago, and it was still under examination. In view of that also, will Government take immediate steps to expedite the examination of both the reports?

Mr. Speaker: The hon. Member has put the same question again. This is the same as the previous question. All that the hon. Member wants is that Government should take speedy action in this regard.

Shri R. Ramanathan Chettiar: On both the reports.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I gave a reply to that question about the Sethusamudram project the other day. The report was submitted last year. As I said, that report needed revision on certain fundamental considerations, in regard to the return that would be available on the capital investment, and other factors. So, it is wrong to say... I would say only that much.

Shri Ranga: Wrong to say what?

Shri B. S. Murthy: May I know whether a copy of the Report has been sent to the Madras Government, and if so, whether its views have been obtained?

Shri Shah Nawaz Khan: A copy was sent to the Government of Madras. I might add, to allay the anxiety of hon. Members, that there is no immediate danger to the pier. The only buildings that were in danger were some of the railway quarters. We have shifted these to another place.

Shri T. B. Vittal Rao: What was the main recommendation of the Committee of Experts?

Shri Jagjivan Ram: I think from the answers to the supplementaries it is by now clear that the recommendations was to shift the pier.

राजस्थान में सड़क निर्माण

*३०१. श्री प० ला० दास्यल : क्या परिवहन तथा संघ. र. मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने प्रथम पंच-वर्षीय योजना में सड़कें बनाने के लिये राजस्थान को कितना अनुदान व ऋण दिया ;