

Inspector of Railways who enquired into the Jangaon accident. But I find here that it is not laid down absolutely. It is only qualifying; 3 miles in case there is rain fall etc. Other things are being taken into consideration. Why not fix an absolute three mile limit for a beat?

**Shri Shahnawas Khan:** From the experience that has been gathered by working over such long periods, we are fixing whatever is essential, keeping in view the recommendation made by the Commission.

**Mr. Speaker:** During rains people may not be able to go all the distance of five miles, but during ordinary time they may be able to go five miles. On the floor of the House we cannot decide whether it is three or five miles.

#### Salem-Bangalore Rail Link

+  
\*651 { **Shri T. B. Vittal Rao:**  
**Shri Doraiswami Gounder:**

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 143 on the 20th May, 1957 and state:

(a) whether the engineering survey of the Salem-Bangalore rail link has since been completed;

(b) if so, whether the Railway Board have examined the same; and

(c) the nature of the decision taken thereon?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) The field work has been completed. The recess work is in progress.

(b) and (c). Do not arise.

**Shri T. B. Vittal Rao:** It took something like two years to complete this survey. May I know when actually the report will be received by the Railway Board?

**Shri Shahnawas Khan:** It is a fairly lengthy survey of 124 miles and details have to be worked out. I may also submit that there was a certain shortage of trained engineers, and that was to some extent responsible for this delay. We are hoping to receive the report by October.

**Shri T. B. Vittal Rao:** Every time this question is asked they say, it will be received in May, in July and now in October. There must be some time limit for submission of reports.

**The Minister of Railways (Shri Jagjivan Ram):** We cannot put any time limit on these things. The engineering survey was commenced on 15th February, 1956. We have shortage of technical staff. In order to have some priority of surveys conducted we had to transfer some engineers from this work. The report is expected to be received by the end of this month and final report by the end of October. I do not think there has been any inordinate delay.

**Shri Dasappa:** May I know whether the survey of the Salem-Bangalore line takes note of the fact that important places like Anekal, Dharmapuri, Hosur and Krishnagiri are situated in this area and that the railway line will pass through these towns?

**Mr. Speaker:** The hon. Minister cannot be expected to know all the stations. I myself am not able to know them though I have visited that area very often. Information for such detailed questions may be had by writing to the hon. Minister.

Some hon. Members rose—

**Mr. Speaker:** Shri Dasappa—I will call people interested in Salem or Bangalore area.

**Shri Dasappa:** May I know how many surveys are being conducted with regard to connections with Bangalore, apart from the Salem line; when they have been started and how long will they take to be completed?

**Mr. Speaker:** Is it not enough to have trouble with one link?

**Shri Dasappa:** Surveys started much earlier than this have been completed.

**Mr. Speaker:** Does not matter. We are concerned only with this; even this is somewhat loose.

**Shri S. V. Ramaswami:** Out of the 124 miles, 50 miles will be on the old

embankment of the dismantled railway line. May I know what is the delay in completing the report about the balance of the line which will hardly be about 60 or 70 miles?

**Shri Shahnawas Khan:** I know how anxious hon. Members are for this line, but I may tell them that this line is not included in the lines to be constructed during the Second Five Year Plan.

#### **Manufacture of Railway Wagons**

\*652. **Shrimati Tarkeshwari Sinha:** Will the Minister of Railways be pleased to state the progress made in the licensing of Indian engineering firms for the manufacture of Railway wagons?

**The Deputy Minister of Railways (Shri Shahnawas Khan):** Out of 15 firms selected by the Railway Board for the development of additional indigenous capacity one has withdrawn, two have expressed their inability to take up the order for the present and out of the remaining 12 firms, licenses have been granted to 16 firms.

**Shrimati Tarkeshwari Sinha:** May I know how much of the requirements will be met by these firms which have been given licences, when they will be likely to go into full production, and what percentage of output they will be bringing about?

**Shri Shahnawas Khan:** We hope that when all these firms start producing wagons by the end of the Second Plan period we shall have an annual output of 36,000 wagons, and that would be enough to cope with all our requirements.

**Shrimati Tarkeshwari Sinha:** May I know what steps, apart from giving licences to these firms, have been taken by the Government on the recommendations of the Railway Equipment Committee as recommended by the Estimates Committee in their Seventh Report?

**Shri Shahnawas Khan:** This was one of the recommendations of that committee. Other steps also have been suggested by them, like sidings to their factories, deputing railway engineers to go and advise them, try and procure track material for them and help them in every possible way.

**Shri Feroze Gandhi:** May I know why there is a difference in the price of a metre gauge covered wagon and a metre gauge open wagon of only Rs. 400 when in the cost of steel itself there is a difference of about Rs. 900? May I know why it is licensed at this price? This is in answer to question No. 452 asked by me some time ago.

**Mr. Speaker:** This is 652. I have not been able to follow the hon. Member.

**Shri Feroze Gandhi:** What I mean is this. Licences are given to firms not on the basis of tenders received but by negotiation. In para 72 of the Twenty First Report of the Estimates Committee they say that the price and other contract terms are finalised by the Railway Board by negotiation with the firms concerned. If the Railway Board accepts firms for giving licences by negotiation, I would like to know why the difference in the cost of a metre gauge covered wagon and a metre gauge open wagon of high sides is only Rs. 400 whereas the difference in the cost of steel itself would be something like Rs. 800 to Rs. 900.

**The Minister of Railways (Shri Jagjivan Ram):** I would require notice to answer that question.

**Shri Feroze Gandhi:** There are four firms that have been added on since then, but there were eight firms previously. May I know how many retired members of the Railway Board have joined these firms after retirement, the firms that are supplying wagons to the Railway Board?

**Shri Shahnawas Khan:** We do not keep any statistics of who joins which firms. Whenever any experienced railway officer is available and the firms are keen to take him, I think