

छिन्दवाड़ा पारसिया छोटी लाइन का बड़ी लाइन में बदला जाना

2038. श्री सुभाष झाहूबा . नया रेल मंत्री यह बताने की कृपा करेंगे कि छिन्दवाड़ा-पारसिया छोटी लाइन को बड़ी लाइन में बदलने के लिए सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्री (श्री० मधु बंधवते ) छिन्दवाड़ा-पारसिया छोटी लाइन खण्ड सहित सतपुरा छोटी लाइन के उत्तरी खण्ड के बदलाव के लिए सर्वेक्षण 1972-73 में किए गये थे । किन्तु यह परियोजना वित्तीय श्रौर यातायात की दृष्टि से व्यवहार्य नहीं पायी गयी । फिलहाल, छिन्दवाड़ा -पारसिया छोटी लाइन को बड़ी लाइन में बदलने का कोई प्रस्ताव नहीं है ।

Arrears of night duty, O. T. allowances, increments to Railway Staff in Guntakal Division

2039 SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state

(a) whether arrears of night duty allowance, overtime, increments are due to be paid to Railway staff in Guntakal division from 1973,

(b) if so, the amount to be paid till 31st March, 1977, and

(c) when will it be paid?

THE MINISTER OF RAILWAYS (PROF MADHU DANAVATE):

(a) Yes, in some cases.

(b) Rs. 11.11 Lakhs.

(c) Out of the above amount, arrears to the tune of Rs. 6.74 lakhs have been paid during April and May, 1977, leaving a balance of Rs. 4.37 lakhs which will be paid in the next two months.

Capacity of Mathura Refinery

2040. SHRI P. RAJAGOPAL NAIDU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether a refinery is being constructed at Mathura, and

(a) if so, its capacity and other broad features?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H N. BAHUGUNA): (a) Yes, Sir.

(b) Mathura Refinery will have a capacity of 6 million tonnes per annum and will process imported Middle East crude as well as indigenous Bombay High Crude, which will be received by the Off-shore Terminal at Salaya in the Gulf of Kutch and transported to the Refinery through a pipeline, being laid for this purpose.

2. A portion of the Refinery is being set up with Russian collaboration. The Soviet side are responsible for designing and supply of equipment and materials for that portion of the refinery. The other portion is being designed by Engineers India Ltd.

3. The estimated cost of Refinery proper, sanctioned at the feasibility stage in August, 1973, is Rs. 97 crores. Due to escalation in the cost of equipment, materials etc., this estimate has increased substantially. In 1974, it was assessed that the Refinery would cost Rs. 149.52 crores. The latest cost estimates are under preparation of the Indian Oil Corporation.

4. The work on the construction of the Refinery is in progress. The Refinery is expected to be completed mechanically by December, 1979 and commissioned by April, 1980.