

## LOK SABHA DEBATES

### LOK SABHA

Tuesday, July 5, 1977/Asadha 14,  
1899 (Saka)

The Lok Sabha met at Eleven of the  
Clock.

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

#### Conversion of Parbhani-Mudkhed- Adilabad-Ghugus Line into Broad Gauge Line

\*329. DR. BAPU KALDATY: Will  
the Minister of RAILWAYS be plea-  
sed to state:

(a) whether Maharashtra Govern-  
ment was carrying the work of sur-  
vey for metre gauge to broad gauge  
line along the route Parbhani-Mud-  
khed-Adilabad-Ghugus;

(b) whether Maharashtra Govern-  
ment completed the survey; and

(c) what are its findings?

#### THE MINISTER OF RAILWAYS PROF. MADHU DANDAVATE):

(a) to (c). A Preliminary Engineer-  
ing-cum-Traffic Survey for gauge con-  
version of Parbhani-Mudkhed-Adila-  
bad metre gauge section into broad  
gauge and construction of a new  
broad gauge line from Adilabad to  
Ghugus has been carried out by South  
Central Railway recently at the in-  
stance of Government of Maharashtra  
at their cost. According to the Sur-  
vey Report this project having a length  
of 245.18 Kms. of conversion and 73.65

Kms. of new line is estimated to cost  
Rs. 39.17 crores yielding a financial  
return of 4.2 per cent by D.C.F.

डा० बापू कालदाते : अध्यक्ष महोदय  
यह जो आदिलाबाद-घुघम तक लाइन ले  
जाने का सवाल है वह सही मानों में तीन  
जिलों से संबंधित है—चन्द्रपुर, नानदेड़  
बीड़-जी तीनों महाराष्ट्र के बहुत पिछड़े  
हुए इलाक़े हैं। और अब जो थर्मल स्टेशन बन  
रहे हैं मराठवाड़ा में खासकर के परली में  
जो थर्मल स्टेशन है उसकी कैपेसिटी दुगुनी  
हो गई है इसके लिये घुघम की कोल माइन्स  
में कोल जा सकता है और वहां का जो  
इंडस्ट्रियल डेवलपमेंट है उसके लिये उसकी  
उपयोगिता बहुत है।

It will expose the entire area to  
economic and industrial development.  
Considering this fact, does the hon.  
Minister intend to take up that line  
in the near future?

प्रो० मधु दण्डवते : माननीय सदस्य ने  
जो जानकारी दी है वह जानकारी हमारे  
पास भी है और इसीलिए हम चाहते हैं कि  
प्राथमिकता इस लाइन को दी जाय।  
सबसे भी किया है। लेकिन पहले हमारे पास  
जो रिपोर्ट आई है उसके मुताबिक ~~राज्य सरकार~~  
रिटर्न 4.2 परसेंट ममका जाता है, यह  
डिसकाउन्टेड कैश फ्लो रिटर्न है। आप  
जानते हैं कि जब 10 प्रतिशत से ज्यादा रिटर्न  
होता है तो इकोनामिक वायबिलिटी समझी  
जाती है। लेकिन जो पुरानी हमारे पास  
रिपोर्ट आयी है उसके मुताबिक इकोनामिक  
वायबिलिटी नहीं है। अनइकोनामिक लाइन  
वह समझी जाती है। लेकिन फिर भी आपने  
जो नई जानकारी दी है उसके आधार पर जरूर

विचार करेंगे। लेकिन जब आर्थिक साधन उपलब्ध होंगे तभी इस काम को लेंगे।

**डा० बापू कासबाते :** यह जो रिटर्न की बात है इसके बारे में हमने रेल बजट में कहा था कि कोल्हापुर-मिराज लाइन के बारे में जब ~~कोल्हापुर~~ रिटर्न की बात कही थी जो रिटर्न उन्होंने विजुएलाइज किया था उसका कई गुना ज्यादा रिटर्न उसके पहले ही मिल गया है। एक दफा अगर यह एरिया ऐक्सपोज हो जाता है डेवलपमेंट के लिये तो आज जो भी कुछ आपने रिटर्न दिखाया है वह अन्दर-डेवलप एरिया के लिहाज से दिखाया है। लेकिन अगर एक दफा वहां आप जाते हैं तो यह रिटर्न जो आपके पास है उससे कई गुना आप को रिटर्न दिया जाएगा। इस लिये फिर टोटल डेवलपमेंट क्या होगा इसके लिहाज से आप रिटर्न के बारे में फिर सोचेंगे क्या ?

**प्रो० मधु दण्डवते :** माननीय सदस्य ने कहा है वह तो जानते हैं कि जब रिटर्न बताये जाते हैं तो वह ऐंटिसिपेटेड रिटर्न्स होते हैं। और जहां का डेवलपमेंट हुआ है वहां का रिटर्न बनाना उमका कोई मकसद नहीं रहता है। तो जो उन्होंने जानकारी दी है उस की रोज़नी में जरूर देखेंगे कि रिटर्न बढ़ सकते हैं क्या। हमारी नीति रही है कि पिछड़े हुए हल्कों को प्राथमिकता दें। तो उसकी रोज़नी में हम काम करेंगे।

**SHRI VASANT SATHE:** Sir, I would like to know from the hon. Minister whether he is aware that in the Chandrapur area, which is rich in coal, lime and forest resources instead of their being transported via this metre-gauge, at present, a circuitous route is adopted which is to-day 150 miles, it will cut down the distance to 48 miles. If this metre-gauge route is used.

Will that not be an economic factor that should be taken into consideration

as a prospective proposition? Has that been taken into consideration, while working out the percentage of return on investment?

**PROF. MADHU DANDAVATE:** Sir, as far as this aspect that is referred to by the hon. Member is concerned, that has already been taken note of. But, I may add that the area which he has referred to is not merely a prospective developing area but it is also an adivasi area. That is also an added reason why the backwardness is to be taken note of and we will keep this suggestion in mind and I shall consider that as a suggestion for action.

**SHRI SONU SINGH PATIL:** Will the hon. Minister consider the advisability of changing this orthodox way of judging the viability of the rate of return on investment as far as backward areas which are inhabited predominantly by adivasis and harijans are concerned?

**PROF. MADHU DANDAVATE:** Sometime back I had made a reference that our norms will not be orthodox norms. I hope that the hon. Member will expect me to be not an orthodox person but a modern man! And therefore, our norms will not be orthodox norms. We will always see what are the likelihood of additional factors that may accrue to the development of the area and taking that into consideration, we will always try to assess our return.

**PROF. R. K. AMIN:** Mr. Speaker, Sir, this is not a question whether the norms are orthodox or modern. In our country, because of the multi-gauge system, it is uneconomical to transport the goods from one place to another. That is why a uniform gauge is required and it should be judged from that point of view. And if there is a new line that is to be laid....

**MR. SPEAKER:** No, you are now explaining the position fully.

PROF. R. K. AMIN: Sir, my point is this. Your norms are necessary when the new lines are to be laid and not when the metre-gauge is to be converted into a broad-gauge line. That is not the norm that should be applied. Here it should be only from the point of view of general development.

MR. SPEAKER: The Minister has noted it down.

PROF. R. K. AMIN: May I know from the hon. Minister from that point of view whether he has any general policy of converting the entire metre-gauge line into a broad-gauge line?

PROF. MADHU DANDAVATE: Sir, do you permit me to transform this question into....

MR. SPEAKER: No, no.

SHRI R. K. MHALGI: Sir, may I know from the hon. Minister as to what is the criterion for constructing the railway line?

PROF. MADHU DANDAVATE: As I indicated earlier, there are two aspects. As far as the conversion of the gauge is concerned, priority number one is that those areas which have the prospects of being developed or those areas which are already developed areas but for want of adequate facilities of transport, probably, the production is suffering in that case, we will give priority to them. As far as backward area is concerned, I have already laid down a norm in the budget.

MR. SPEAKER: It is all a question of a particular route about which we are discussing. We are here discussing the general policy also. I won't allow that question unless it pertains to a particular area. We have already discussed the general issues in the Budget discussion. Now, if you have anything to ask with regard to

this particular area, then I have no objection.

SHRI KRISHNA CHANDRA HALDER: Sir, the Minister has already replied the questions.

MR. SPEAKER: By experience I say that this question hour should not be utilised for discussing about policy matters.

SHRI KRISHNA CHANDRA HALDER: The Minister has replied the supplementary question. I only want to know from him whether he is aware that Bankura is a backward district and whether he will take up the railway line Bankura-Damodar railway. At present there is a narrow gauge line. I want to know whether he will convert that into a broad-gauge line because of the backwardness.

MR. SPEAKER: This has nothing to do with the main question.

**Retrenchment of Apprentices from Railway Workshops and Offices**

\*333. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to stop retrenchment of apprentices from various railway workshops and offices; and

(b) the steps taken to absorb them?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):

(a) In terms of the provisions of the Apprentices Act 1961, the statutory obligation is to engage Apprentices according to the prescribed ratio in certain trades, and give them training only. There is no obligation to give employment to these apprentices when they have completed training. Accordingly, at the end of their training, their apprenticeship with