

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No, Sir. Model studies, surveys and investigations in connection with the development of an all-weather port at Paradip are still in progress.

Passenger Trains on Panipat-Jind and Narwana-Kurukshetra Lines

*163. Shri Mool Chand: Will the Minister of Railways be pleased to state:

(a) whether representations have been received from the public about the inadequacy of the numbers of passenger trains on Panipat-Jind and Narwana-Kurukshetra lines; and

(b) if so, what motion has been taken on these representations which are based on genuine need of the laqa?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes.

(b) There is no Traffic justification for the introduction of any additional Trains on these sections.

बीकानेर रेलवे डिब्बे में रेल के डिब्बे

*१६४. श्री प० ला० बालूपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर डिब्बे पर प्रथम और द्वितीय श्रेणी के चार पहिये वाले कितने डिब्बे हैं ;

(ख) क्या ये डिब्बे डाक और सवारी गाड़ियों में जोड़े जाते हैं ; और

(ग) क्या यह सच है कि उन के हल्के होने के कारण यात्रियों की बार-बार धक्के लगने से बड़ी परेशानी होती है ?

रेलवे उपमंत्री (श्री शाह नवाज खाँ) :

(क) ३६।

(ख) इन में से कुछ डिब्बे सवारी गाड़ियों में लगाये जाते हैं, लेकिन ये डिब्बे डाक या एक्सप्रेस गाड़ियों नहीं लगाये जाते।

(ग) मुमकिन है कि इन डिब्बों में सफर करने वाले मुसाफिरों की उतना आराम न मिलता हो जितना अष्टपहिये डिब्बों में मिलता है।

Industrial Estates

*165. Shri Thimajah: Will the Minister of Community Development be pleased to state the approximate amount to be spent for each of the twenty small Industrial Estates proposed to be set up at Community Development Block Head-quarters?

The Minister of Community Development (Shri S. K. Dey): Rs. 2 to 5 lakhs (approximately).

Public Call Offices

*166. Shri Jhulan Sinha: Will the Minister of Transport and Communications be pleased to state:

(a) whether the attention of Government has been drawn to the difficulties and handicaps experienced by customers at the Public Call Offices opened at sub-divisional Headquarters on account of the part time attendants dealing with calls as also on account of the telegraph clerks attending to them in addition to their own duties; and

(b) whether it is a fact that revenue from these Public Call Offices has already begun to decline because of the above-mentioned reasons?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Government is aware of the difficulties experienced by the customers at some of the Public Call Offices. But it has not been possible to provide full time attendants and additional clerks due to the enormous cost to which the Department will be put to. However, the position in respect of each and every Public Call Office is kept under constant review and the duty hours of the attendants are extended wherever justified.

(b) It is not correct to say that the revenue from these Public Call Offices has already begun to decline as well as will be evident from the following figures.

The revenue in 1956-57 was Rs. 71,383 as against Rs. 24,975 in 1954-55.

Shortage of Electric Power in Delhi

*168. { Shri Ansar Harvani:
Shri Radha Raman:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether there is acute shortage of electric power in Delhi and the applications of a large number of small industrial undertakings are still on waiting list; and

(b) what steps are being taken to improve the electric supply of Delhi and New Delhi?

The Minister of Irrigation and Power (Shri S. K. Patil): (a) There is no acute shortage of power in Delhi in so far as requirements for domestic use for lights and fans and for small scale industrial undertakings are concerned. All applications for such power connections upto 5 H. P. received before 31st March, 1957, have been sanctioned.

(b) The Delhi State Electricity Board has placed orders for diesel generating sets capable of producing electric energy aggregating to 20,000 kw out of which a 6000 kw diesel plant has already been received in Delhi. Civil works for the installation of these sets are in progress. The Board has already acquired a 3000 kw thermal plant for installation at Delhi. In addition to the above plant, the Board is also considering the question of installing one 30,000 kw thermal plant at Delhi to meet the normal growth of demand.

मंडुवाडीह में रेलवे स्कांसाप

*१७०. श्री खन्नादायण : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वाराणसी नगर के निकट मंडुवाडीह में जो रेलवे का कारखाना खुलने वाला है उस का निर्माण कार्य कब से प्रारम्भ होगा और कब तक पूरा हो जायेगा ;

(ख) इस कारखाने में किस प्रकार का सामान तैयार होगा, कारखाने पर अनुमानित व्यय कितना होगा और इस में कितने व्यक्ति काम करेंगे, और

(ग) इस कारखाने के लिये भूमि प्राप्त करने में इतना विलम्ब क्यों हो रहा है ?

रेलवे उपमंत्रो (श्री शाहनवाज खाँ) :

(क) मंडुवाडीह में रेल कारखाना बनाने का काम शुरू किया जा रहा है। अगर ज़रूरत के मुताबिक विनिमय-दर (foreign exchange) मिलता रहा, तो यह काम लग भग तीन साल में पूरा हो जायेगा।

(ख) इस कारखाने में इंजन और माल और मवागी डिब्बों के पुर्जे बनाने का विचार है। अभी इस बात का पक्का अनुमान नहीं लगाया जा सका है कि इस कारखाने पर कितनी लागत आयोगी और इसमें कितने आदमी रखे जायेंगे।

(ग) बड़े कारखाने के लिए जमीन खरीदने से पहले उनका पूरा सर्वे और नक्शा तैयार करना पड़ता है और उसमें कुछ समय लगता है।

Muzaffarpur-Darbhanga Rail Link

*171. Shri Shree Narayan Das: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 481 on the 30th July, 1956 and state:

(a) whether the survey undertaken regarding a direct railway line from