

Bezvada to Marunpatam and Gudivada to Bhimavaram on the Southern Railway into a broad gauge line;

(b) the estimated cost of this conversion,

(c) between what sections of the line the first phase of the work will commence, and

(d) when the work of conversion is proposed to be undertaken?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, Sir This project is included in the Second Five Year Plan

(b) to (d) This will be known after the Survey Reports are received and examined

Shri Balrama Krishnalah: My name has wrongly been put as 'Krishnalah' in the Question It should be 'Balarama Krishnalah'.

Mr Speaker: All right

Shri B. S. Murthy: May I know whether a survey is now being conducted?

Shri Shah Nawaz Khan: The survey in respect of Gudivada-Bhimavaram line has been sanctioned

Shri T. V. Vittal Rao: May I know whether there was any survey or any engineering report before it was included in the Second Plan?

Shri Shah Nawaz Khan: The survey of the line which I have just mentioned was sanctioned on 19th February 1957 and estimates had been called for

Shri T. B. Vittal Rao: When do you hope to receive the survey report?

Shri Shah Nawaz Khan: We hope to get it fairly soon But it is difficult to give any definite date

Shri T. B. Vittal Rao: Since this line is extending to a length of 111 miles, may I know whether Government can undertake this work during the Plan period?

Shri Shah Nawaz Khan: We will do our best subject to the availability of material

**Railway Zone**  
(Rajasthan and Saurashtra)

\*949 Shri J. R. Mehta: Will the Minister of Railways be pleased to state:

(a) whether Government have so far considered the advisability of the integration of the metre gauge systems in Rajasthan and Saurashtra into a single zone in the interest of efficiency as well as economy; and

(b) if not, whether Government propose to consider it now?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) Formation of a separate railway zone by integrating the metre-gauge systems of the Northern and Western Railways traversing Rajasthan and ex-Saurashtra States is not considered necessary, but a more rational integration of the metre gauge systems of the two Railways is under examination

Shri J. R. Mehta: May I know whether, with the single exception of Uttar Pradesh, which is in a special geographical position, there is any other State in which two metre-gauge systems work side by side under different administrations?

Shri Shah Nawaz Khan: As the hon. Minister made it very clear the other day, our object is to serve the whole country irrespective of State boundaries It is a sheer coincidence that two metre-gauge systems in one State are under two different administrations

Shri Kasiwal: In view of the fact that the port of Kandla is going to be the spearhead of imports and exports in Saurashtra and Rajasthan, may I know what special steps the Government are taking to facilitate transport in Rajasthan and Saurashtra?

Shri Shah Nawaz Khan: The hon. Member may put a separate question

Shri Harish Chandra Mathur: May I know what is the nature of the

proposal which is under consideration to bring together the metre-gauge systems and whether this consideration has been necessitated by the new situation arising out of the development of Kandla?

**Shri Shah Nawaz Khan:** I am sorry I cannot give you the nature of re-organisation which is under consideration. That will be given after we have considered the thing. It is not customary to give out the plans which are under consideration. We consider all these aspects in view of the changing pattern of traffic. As the traffic increases, we have to change our plans accordingly.

**Shri T. N. Singh:** May I know whether the rational integration of the metre-gauge system only is considered by the Railways as uneconomic and unbalanced and whether a mixture of the broad-gauge and the metre-gauge alone can bring about a more economic unit?

**The Minister of Railways (Shri Jagjivan Ram):** That is a matter of opinion. But I will not categorically say that the metre-gauge system by itself will not be an economic unit. It can be; but it all depends upon the pattern of the traffic in that area. I take the hon. Member's suggestion, but I do not agree with the view that only a mixture of broad gauge and metre gauge can be economically run.

**Shri T. N. Singh:** Is it true that the goods traffic carried on the metre gauge, because of the capacity of the wagons as such....

**Mr. Speaker:** Are we going to discuss this matter exhaustively now? The hon. Member is giving information, and making suggestions. He is not eliciting any information.

**Shri T. N. Singh:** I am asking whether there is already a recorded opinion in the Railway Board itself about the non-feasibility of the metre gauge itself as an economic unit. That is the information I want.

**Shri Jagjivan Ram:** I have already stated that I do not agree with that view, that a metre gauge system can never be an economic unit. It all depends upon the traffic that we develop on that section.

### तीसरे दर्जे के यात्रियों के लिये सुविधा समिति

\* ६५१ श्री भक्त बर्दान : क्या रेलवे मंत्री १६ जुलाई १९५७ के तारकित प्रश्न संख्या ६० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) क्या तीसरे दर्जे के यात्रियों के लिये सुविधा समिति न सरकार की इस बात अपना प्रतिवेदन प्रस्तुत किया है ; और

(ख) यदि हा, तो क्या उसकी प्रति समा-गटल पर रखा जायेगी ?

रेलवे उपमंत्री ( श्री शाहनवाज खां )

(क) कमेंट्री का रिपोर्ट का अभी इन्तजार है ।

(ख) सवाल नहीं उठता ।

**Some Hon. Members:** In English also.

**Mr. Speaker:** Hon. Members must try to learn Hindi also.

**Shri Narayanankutty Menon:** We are trying to learn but we have not yet succeeded.

**Shri Shah Nawaz Khan:** (a) The report of the Committee is still awaited.

(b) Does not arise.

श्री भक्त बर्दान २८ मई को माननीय मंत्री जी ने जवाब दिया था कि रिपोर्ट तैयार है और कुछ खास बातों के बारे में जानकारी प्राप्त का जा रही है । मैं जानना चाहता हूँ कि फिर इसमें इतना देर क्यों हो रही है ?

श्री शाहनवाज खां वह जो जानकारी प्राप्त कर रहे थे वह मुकम्मल नहीं हुई है ।