

that took some time. Now it has been decided that it should be located at Madras.

Shri Mahanty: The hon. Minister did not answer my question about the salary of the Chairman.

Shri Raj Bahadur: I do not exactly remember that figure.

Shri Mahanty: Will he kindly let us know the same sometime later?

Mr. Speaker: Order, order. I am not going to allow questions on such a small thing as the salary and allowances of a Chairman of a committee. This is the biggest Parliament in the whole world. This is the most democratic Parliament with 500 Members representing 400 million people. Am I to allow the time of such a Parliament to be taken up on the question of the salary and allowances of a Chairman of a committee?

Shri Mahanty: Sir, may I make a submission? I have no personal grouse against anybody. When a technical committee is appointed, if it is presided over by a person who has no other qualification except having been a Deputy Minister, certainly it is a national question and it should be brought to the notice of Parliament.

Shri Raj Bahadur: I would like to clear one thing. It is not entirely a technical committee. It has got to go into the question of telling us what are the facilities available for ship repairs and other things.

Mr. Speaker: If he was fit to be a Minister under whom was this technical committee, is he not fit to be the Chairman of that committee?

An Hon. Member: He was a Minister.

Shri Tangamani: He is no longer a Minister.

Mr. Speaker: It is all a question of opinion; I am not going to decide it here.

New Railway Lines in Punjab

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*796. { **Shri Ram Krishan:**
Shri D. C. Sharma:
Shri Daljit Singh:
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to lay a statement showing:

(a) the names of the new railway lines recommended by the Government of Punjab for inclusion in the Second Five Year Plan;

(b) whether the surveys of the following lines have been completed:

(i) Jagadhri-Chandigarh-Ludhiana line;

(ii) Una-Nangal line;

(iii) Rupar-Chandigarh line; and

(c) if so, whether the construction work on these lines will be taken up during the Plan period?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) A statement is laid on the Table of the House. [See Appendix III, annexure No. 125.]

(b) Survey for item (ii) has been completed and in regard to (i) and (iii) the report on the traffic survey for a line Jagadhri-Chandigarh Rupar-Ludhiana sanctioned on 26th December, 1956 is still awaited.

(c) The survey report has shown that the Una-Nangal line is not justified in regard to the project (i) and (iii) above the question does not arise at present.

I may add, Sir, that out of the 17 lines suggested only one has been taken up for restoration—Rohtak-Gohana-Panipat line, which was dismantled during the war. Of this only 20 miles is sought to be restored from Rohtak to Gohana. The work is progressing and it is likely to be done by November, 1958. As for the others, only three lines have been approved for survey.

Shri Ram Krishan: From the statement we find that 17 lines were recommended by the Punjab Government for inclusion in the Second Five Year Plan. May I know the names of the lines which have been approved for inclusion in the Second Five Year Plan?

Shri S. V. Ramaswamy: Only one line has been taken up, and other three lines have been approved for survey. Those three lines are: Chandigarh-Jagadhri-Ludhiana Un-Nang and Pehowa-Kurukshetra.

Shri Ram Krishan: May I know whether construction work has started on Kurukshetra-Pehowa line?

Shri S. V. Ramaswamy: No, Sir.

Shri D. C. Sharma: May I know what is going to be the fate of item No. 3 of the statement "Extension of the existing Batala-Qadian line to Butari via Sirigobindpur"? Has it been surveyed? Has any work been undertaken about it?

Shri S. V. Ramaswamy: It is not in the picture at all.

Shri Harish Chandra Mathur: May I know if it is a fact that the Planning Commission is reconsidering the entire Question of rail-road development and that it has come to certain conclusions that no new lines are to be opened?

Shri S. V. Ramaswamy: That is a different question altogether. As it is, certain lines which have been approved in the second Five Year Plan are also being postponed owing to certain difficulties.

Shri Harish Chandra Mathur: The question is....

Mr. Speaker: He says it is a different question. We are on particular lines—whether those lines have been taken up or not. But how far they are to be co-ordinated until the railways by themselves could meet the situation and until the roads are extended, etc., are questions that are different and they relate to policy.

Shri P. S. Daulta: May I know by what time the Rohtak-Gohana line will be completed?

Shri S. V. Ramaswamy: I said that it would be completed by November, 1958.

Conversion of Gudivada-Bhilavara Line into Broad-Gauge

*797. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 177 on the 15th November, 1957 and state:

(a) when the work on the conversion of Gudivada-Bhimavaram line into broad-gauge will commence;

(b) when it will be completed; and

(c) what is the estimated cost of this project?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Survey Report is under examination.

(b) It is too early to forecast the completion period now.

(c) Approximately Rs. 2-32 crores.

Shri T. B. Vittal Rao: The hon. Minister stated that the survey report is under examination. May I know what is the nature of the survey report—whether it is traffic or engineering survey?

Shri S. V. Ramaswamy: Both have been received, but the revised financial implications are being worked out, and they have not been received yet; and that is why the sanction is being held up.

Shri T. B. Vittal Rao: May I know whether, when it was included in the budget of this year, its financial implications were not examined?

Shri S. V. Ramaswamy: Owing to certain other things which have come in, the financial implications have to be worked out again and they are awaited. I may inform the hon. Member that it is included in the programme for 1958-59, and it will be