

Shri Thanulingam Nadar: May I know whether the Government proposes to conduct an engineering survey as early as possible?

Shri S. V. Ramaswamy: At present, as I said, the traffic survey report is being compiled. That was for the line connecting Tinnevely with Trivandrum with a branch line from Nagercoil to the Cape Comorin. Subsequently, it was considered necessary that the traffic prospects and financial implications of the following six alternatives should be assessed separately: Trivandrum-Nagercoil; Trivandrum-Nagercoil-Cape Comorin; Tinnevely-Nagercoil; Tinnevely-Nagercoil-Cape Comorin; Tinnevely-Nagercoil-Trivandrum; Trivandrum-Nagercoil-Tinnevely with a branch line from Nagercoil to Cape Comorin.

Shri Thirumala Rao: May I ask the hon. Minister to explain it with a map?..... (Interruptions).

Shri S. V. Ramaswamy: I have got the map before me; the hon. Members can see it; these reports are expected.

Shri Thanulingam Nadar: When will the Government take a decision on any one of these lines?

Shri S. V. Ramaswamy: As soon as the reports are received and properly considered, a decision will be taken.

Shri Ramanathan Chettiar: What is the total cost of the scheme and is there any possibility of the scheme being included in the Second Plan?

Shri S. V. Ramaswamy: As regards the cost, even the assessment reports have not been received. With regard to the inclusion in the Second Plan, there is no chance.

Shri Thanu Pillai: When was the report submitted by the Traffic Survey Committee and how long would it take the Government to finalise its consideration?

Shri S. V. Ramaswamy: The traffic survey has been made but the survey report is being completed.

Shri Tangamani: In view of the fact that one whole district is not connected by the railways in Madras State, may I know whether this question of linking Tinnevely district with Kanyakumari district will be considered during the Second Plan?

Shri S. V. Ramaswamy: Sir, as I said, there are limitations: men, money and materials.

Shri Thanu Pillai: Normally the plan projects included in the First Plan are finalised at least in the Second Plan. In the case of Tinnevely-Cape Comorin, the first proposal was made in 1914 and this Government took it up in 1954. The report is not yet ready in 1958. When on earth will we get this railway completed?

Shri S. V. Ramaswamy: In due course.

Robbery in Train

*1496. **Shri Tangamani:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that passengers travelling by Kanpur-Etawah shuttle train in Northern Railway were robbed near the Bharthana Railway Station on the night of 20th August, 1958;

(b) if so, value of articles lost;

(c) the steps taken to apprehend the culprits; and

(d) what measures have been taken to make this area safe for travel?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes. Passengers travelling in a III Class compartment were robbed between railway stations Samhon and Bharthana at 21.30 hrs. on 16-8-1958.

(b) Articles and cash worth Rs. 137|10| were lost, out of which articles and cash Rs. 102|4|- in value have been subsequently recovered.

(c) Five culprits out of the seven suspected to have been involved have so far been arrested.

(d) It was a solitary case of dacoity in the area. Police escorts are, however, being detailed for the safety of passengers.

Shri Tangamani: Is it a fact that this dacoity was committed by seven armed men; and, if so, whether any of the passengers sustained injuries in the attack?

Shri Shah nawas Khan: The dacoity was committed by this gang. From the information that is available with me now, I find that between them they had only one country-made revolver, some knives and lathis. No injury was inflicted upon any passenger.

Shri Tangamani: Although it is a solitary incident and the first of its kind, may I know whether Government will not consider the question of alerting this area to prevent the recurrence of such incidents?

Shri Shah nawas Khan: I do not know, Sir, what more can be expected. Four of these people were arrested on the spot by the Railway Protection Force.

Mr. Speaker: Next Question.

Shri Tangamani: May I ask one more question?

Mr. Speaker: I have already allowed two questions. How many questions more am I to allow?

Shri Tangamani: I want to ask a question of fact.

Mr. Speaker: Hon. Member must exhaust them in two or three supplementaries.

Shri Tangamani: May I know whether the dacoity was committed at the station or in the running train, and where these culprits were apprehended?

Shri Shah nawas Khan: There was a compartment where only four people
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were sitting. This gang entered that compartment at the next station, and in between two stations while the train was running they committed the dacoity. They detained at the next station—Barthana. The people who had been robbed shouted and the Railway Protection Force caught them red-handed.

दिल्ली में भूमिगत नालियाँ

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* १४६८.६ { श्री भक्त दर्शन :
श्री भवल प्रभाकर :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली गेट से मथुरा रोड तक ट्रंक सीवर (बड़ी भूमिगत नाली) बनाने की योजना पर अनुमानतः कितना व्यय होगा ; और

(ख) यह कार्य कब आरम्भ हो कर कब तक समाप्त होने की आशा है ?

स्वास्थ्य मंत्री (श्री कर्मकरकर): (क) अन्दाजन ६४८ लाख रुपये ।

(ख) सितम्बर, १९५८ के अन्त तक कार्य के चालू हो जाने की आशा है । ठेके की अवधि १५ कार्य महीनों तक की है ।

श्री भक्त दर्शन : श्रीमन्, मैं यह जानना चाहता हूँ कि यह जो दिल्ली दर्वाजे से मथुरा रोड तक सीवेज लगाया जा रहा है क्या उसके सिवाय दिल्ली में और भी कहीं बड़े सीवर्स लगाने की कोई योजना है, क्या उस पर प्रकाश डाला जा सकेगा ।

Shri Karmarkar: The other schemes to improve the sewage disposal arrangements of Delhi which have either been completed or are now in hand are as follows: (i) North Delhi outfall sewer pumping station sewage treatment plant, and (ii) West Delhi outfall sewer pumping station sewage treatment plant.