

Shri B. K. Galkwad: There are two questions: what is the estimated cost of the building and second question is how much we have spent on it.

Shri S. K. Patil: Both require separate notices.

Shri Dasappa: What is the floor space required for the GPO and what is the floor space required for the Directorate?

Mr. Speaker: He said it is only one-sixth.

Shri S. K. Patil: I said it was only one-sixth. If the hon. Member wants, I may say that the calculation was that GPO, New Delhi, would require 25,850 sq. ft, DGPT 58,450, and there are many other things also, but the GPO as such was given one-sixth of the total space.

B.K. and A.K. Rail Services

*2084. **Shri Aurobindo Ghosal:** Will the Minister of Railways be pleased to state:

(a) whether the B.K. and A.K. Rail Services of West Bengal have been suspended by the Managing Agents;

(b) if so, when; and

(c) the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c). The Ministry of Railways is not directly concerned, but according to Press Reports, the train services on the Burdwan-Katwa and the Ahmadpur-Katwa private Railways were discontinued from 2nd April 1959 due to the workers having gone on strike after making certain demands in regard to their service conditions.

Shri Aurobindo Ghosal: May I know if the Government of India gives any grant or subsidy to this railway, and if so, what is the amount and how are the accounts supervised?

Shri Shahnawaz Khan: We do not give any subsidy or loan. The position is that the Government of India had guaranteed a minimum return on

the capital-at-charge of these railways. That is the only interest that we have in that.

Shri S. M. Banerjee: May I know whether it is in the knowledge of the hon. Minister that the service conditions of the employees working in this railway excite more horror than pity; if so, whether Government would nationalise this railway in the larger interests of the country and those employees?

The Minister of Railways (Shri Jagjivan Ram): There is no proposal to take over the narrow gauge railway lines at present as has been repeatedly said in this House. As regards the service conditions, perhaps the hon. Member is aware that the dispute between the employees of the railway and the railway management was referred to adjudication last year and the award of the adjudicator is still in force.

Chambal Bridge

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*2085. { **Shri Kunhan:**
 Shri A. K. Gopalan:

Will the Minister of Transport and Communications be pleased to state:

(a) the progress made in the construction of bridge over river Chambal near Dholpur in Rajasthan;

(b) whether Government have given notices to the workers terminating their services;

(c) if so, the number of workers served with notices; and

(d) the reasons therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 91.2 per cent upto 31st March 1959.

(b) No, Sir.

(c) and (d). Do not arise

Shri Kunhan: May I know what steps Government have taken to absorb these discharged workers in some other department?

Shri Raj Bahadur: My reply to that part of the question was 'no', but we do expect that when the work is completed towards the end of this year, as many as 16 workers who are now engaged on ferry etc will be rendered surplus. Some of them will be absorbed on another project which the CPWD is going to undertake, known as the Lakshmi Bai College of Physical Education in Gwalior.

सेठ जखल सिंह क्या मंत्री महोदय को मालूम है कि चम्बल पर जो ब्रिज बना रहा है उसमें स्टेन्डर्ड के माफिक सामान नहीं लगा रहा है और नीचे किस्म का लगाया जा रहा है ?

श्री राज बहादुर एक शिकायत इस प्रकार की आई थी जो कि हमारी जानकारी में है। इसमें एन्कवायरी हो रही है। लेकिन जहाँ तक मालूम होता है पुल काफी अच्छा बन रहा है।

श्री राज सिंह भाई बर्मा इस पुल का काम सन् १९५६ में शुरू हुआ था और अभी तक पूरा नहीं हो सका है। क्या माननीय मंत्री महोदय यह बतलाने की कृपा करेंगे कि इसमें इतनी देरी का कारण क्या है ?

श्री राज बहादुर : यह अपने किस्म का एक अनोखा ब्रिज है। मैं समझता हूँ कि एशिया में यह सबसे ऊँचा सबमर्सिबल ब्रिज है। इसके डिजाइन में भी कई मरम्मा परिवर्तन करना पड़ा। इसी के कारण इसके बनने में कुछ विलम्ब हुआ।

Lamphel Agricultural Farm Scheme

*2086. **Shri L. Achaw Singh:** Will the Minister of Food and Agriculture be pleased to state

(a) whether the Lamphel Agricultural Farm Scheme in Manipur has been abandoned, and

(b) if so, whether the reclaimed lands will be utilised by the Government or by Co-operatives or by individual farmers?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b) The information has been called for from the Manipur Administration and will be laid on the Table of the Sabha in due course.

Shri L. Achaw Singh: May I know whether some experts have been of the opinion that the Farm is not fit for cultivation due to the swampy nature of the soil?

Shri M. V. Krishnappa: Now interested parties round the Farm often spread the rumour that this Farm is going to be abandoned. But that is not so. As regards the expert opinion, we will get the information from the concerned Government and as soon as we get it, we will place it on the Table of the House.

Roads in Tripura

*2088. **Shri Bangshi Thakur:** Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that in the absence of regular road Moharipur of Belonia in Tripura remains cut off from the rest of Tripura for most part of the year, and

(b) if so, when the construction of the road is going to be taken up?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes

(b) The construction of a road from Moharipur to Kalkalighat, which will provide a link with the Udaipur Sabroom Road, is proposed to be taken up by the Tripura Territorial Council in the current financial year, subject to availability of funds.

Shri Bangshi Thakur: May I know whether Government are aware that during the rainy season for want of a regular road, the inhabitants of that area have to resort to Pakistan roads and other means of transport and face harassment?