

**Mr. Speaker:** He need not read further.

**Shri P. K. Deo:** As the investigation is being done by the Hirakud staff and as the Hirakud staff is still under the administrative control of the Central Government—it has not been transferred to the Government of Orissa—I do not know why answers from the Orissa Government are being awaited when they could as well get the investigation done through the Hirakud staff.

**Shri Hathi:** Really this investigation was done by Orissa State. They had entrusted it to the Chief Engineer, Hirakud Project. But it was really done by the Orissa State Government.

#### Vijayawada-Gudur Line

\*935. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) the total double track opened for traffic upto the end of February, 1960 on the Vijayawada-Gudur Section;

(b) whether any steps are contemplated to complete the work by the end of Second Five Year Plan period; and

(c) if so, what are the steps?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) 40.5 miles.

(b) and (c). Continuous watch is being kept over the day-to-day progress and all arrangements have been made to complete the entire sanctioned work by the end of the Second Five Year Plan.

**Shri T. B. Vittal Rao:** In the works, machinery and rolling stock programme for Railways for 1960-61 I find that the doubling of this track between Vijayawada and Gudur has been slashed down by 50 per cent. May I know the reasons for this slashing down from 182 miles originally planned to be doubled to 92 miles?

**Shri Shahnawaz Khan:** We found that the anticipated traffic on that line

could be handled by patch doubling. 92.75 miles are going to be doubled. With this doubling we feel that we will be able to carry the traffic offering.

**Shri T. B. Vittal Rao:** The old estimate of traffic offering at Vijayawada from stations north of Vijayawada to destinations south of Vijayawada was about 800 wagons. With the small patch work can we be able to meet the current coal traffic as well as move the rice for the South?

**Shri Shahnawaz Khan:** We anticipate that by the end of the Second Plan we will have to cope with about 700 wagons south of Vijayawada. That would be 20.5 trains either way. With this patch doubling and construction of certain alternative lines we will be able to cope with all this traffic.

**Shri T. B. Vittal Rao:** What is the alternative line on this section?

**Shri Shahnawaz Khan:** This is from Vijayawada to Sundru via Tinel. Instead of doubling this section, the proposal is to take the line from Vijayawada to Guntur and then link it up with Vijendla and Sundru.

**Shri T. B. Vittal Rao:** May I know if the coal required for the Railways will be transported through the railways instead of through ships from Calcutta as a result of this?

**Shri Shahnawaz Khan:** That is a different question. But it depends on how the traffic is offering. The House very well knows that by carrying our coal by ships the Railways have been losing heavily. We may have to carry increased quantities of railway coal by rail.

**Shri Raghunath Singh:** Is it a fact that on account of the carrying of coal by the Railways coastal shipping is dying at present?

**The Minister of Railways (Shri Jagjivan Ram):** In order to keep the coastal shipping going and not allow it to die, we are still transporting coal for the Southern Railway by

coastal shipping though we have to pay a heavier charge on account of freight than by carrying it through the Railways themselves.

**Shri T. B. Vittal Rao:** How long will this subsidisation by the Railway to the industry in the South and to shipping go on?

**Shri Jagjivan Ram:** Hon. Members would appreciate that coastal shipping is also important from the national point of view. Whether this subsidy comes from the Railways or from the General Revenues, coastal shipping has to be maintained.

#### Bridge on Jamuna near Humayun Tomb, Delhi

\*937. { **Shri D. C. Sharma:**  
**Shri Bhakt Darshan:**

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

(a) whether the proposal to construct a bridge on the Jamuna near Humayun Tomb, Delhi has been finalised;

(b) if so, the total cost to be incurred;

(c) the probable date when the work will start; and

(d) when it is likely to be completed?

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

(b) A sum of Rs. 105.00 lakhs has been provided in the Second Five Year Plan. The estimated cost will be known on finalisation of tenders.

(c) By June, 1960.

(d) By end of 1963.

**Shri D. C. Sharma:** May I know whether this project will to some extent alleviate the road problems of Delhi? If so, to what extent?

**Shri Raj Bahadur:** It will definitely ease the problems of congestion and

diversion of traffic coming to and going through Delhi.

**Shri P. K. Deo:** From the Master Plan of Delhi which was shown to us the other day we saw that a rail bridge is going to be constructed by the side of the road bridge. Instead of having two bridges may we know if a rail-cum-road bridge near the Humayun Tomb could not serve the same purpose?

**Shri Raj Bahadur:** That particular idea was examined initially when this scheme for the construction of the bridge came up. But the fact remains that the question of easy approaches to the bridges, whether for the railway line or for the road, is very important. Whereas the particular site near Humayun Tomb does suit the road requirements it does not suit the Railways. Therefore they have chosen a different site for a separate bridge.

**श्री भक्त दर्शन :** श्रीमान्, क्या गवर्नमेंट इस बात को अनुभव करती है कि दिल्ली की लम्बाई जमना के किनारे इतनी अधिक फैल गई है कि वर्तमान पुल से, जो कि दक्षिण में बनाया जा रहा है, कमी पूरी नहीं होगी? अतः क्या उत्तर दिशा में भी कोई पुल बनाने की योजना विचाराधीन है?

**श्री राज बहादुर :** उत्तर दिशा में वजीराबाद का बैराज बना है। वह भावागमन की कठिनाइयों को थोड़ा बहुत हल करेगा। किन्तु अभी तो ऐसा कोई विचार नहीं है कि और ब्रिज बनाया जाये।

**श्री भक्त दर्शन :** श्रीमान् मैं समझता हूँ कि इस पुल के बारे में दो तीन वर्षों से विचार किया जा रहा है। जब दिल्ली में यह हालत है, तो और जगह क्या हालत होगी? मैं यह जानना चाहता हूँ कि इस बारे में इतनी देरी क्यों हो रही है।

**श्री राज बहादुर :** मैं यह निवेदन करूँ कि ब्रिज बनाने के पहले हाइड्रोलिक डेटा इकट्ठा करना पड़ता है—पानी की सतह की जाँच की जाती है। इस के अलावा भूमि की