

there might be some confusion. There are two Sholayar reservoirs, one in Kerala and the other in Madras. The Kerala side reservoir will be constructed by Kerala and that in Madras by Madras.

Shri Tangamani: May I know how much money has been spent by the Madras Government in the Madras portion of Sholayar, and how much money has been spent by the Kerala Government on the other side?

Shri Hathi: I do not think much money has been spent because there was a dispute between the Kerala and Madras States in respect of this scheme, and that has been solved only on 4th July. So, some expenditure might have been incurred, but not much.

Shri Tangamani: Is it not a fact that the Madras Government had deputed a special Chief Engineer, and may we know how long it will take for this construction to take place on the basis of the agreements of July and February, 1960?

Shri Hathi: In fact, the July agreement is the final agreement, the February agreement forms a part of this agreement. The actual phasing and the financial allocations and the construction programme will now be framed, because till now there was a dispute as to whether this scheme could go on or not.

Shri Tangamani: What is the extent of help which is going to be given by the Central Government?

Shri Hathi: That will be now decided.

Shri Warior: What will be the position of the Sholayar power station under the agreement? Will the power house and the two generators be installed this year itself in Kerala?

Shri Hathi: The Kerala scheme is independent, and it will go on. There, provision has already been made for Kerala, Rs. 425 lakhs being the total amount for the Sholayar scheme.

Konkan Shipping Services Committee

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*401. { **Shri Assar:**
Shri Subodh Hansda:
Shri R. C. Majhi:

Will the Minister of **Transport and Communications** be pleased to refer to the reply given to Unstarred Question No. 46 on the 10th February, 1960 and state:

(a) whether the Konkan Shipping Services Committee have since submitted their report;

(b) if so, the main recommendations thereof; and

(c) the reaction of Government thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Not yet.

(b) and (c). Do not arise.

Shri Assar: Last time the hon. Minister said that the report would be placed on the Table of the House in May. May I know the reasons for the delay, and when the report will be submitted?

Shri Raj Bahadur: One of the main reasons is that three of the eight members of this committee—Shri Asoka Mehta, Shri Ramaswamy Mudaliar, and Shri C. P. Srivastava—went abroad.

Shri Assar: May I know when the report will be ready?

Shri Raj Bahadur: The report is likely to be submitted by the end of September.

Patharkandi-Dharmanagar Railway Line

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*402. { **Shri D. C. Sharma:**
Shri Pangarkar:
Shri Bangshi Thakur:

Will the Minister of **Railways** be pleased to refer to the reply given to Starred Question No. 556 on the 2nd

March, 1960 and state the up-to-date progress made in regard to the survey of Patharkandi-Dharmanagar Railway line for linking Tripura with the rest of India?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The survey has been completed and the report and the project estimate are expected to be received shortly.

Shri D. C. Sharma: What will be done with regard to the survey report, and how long will it take for the consideration of the report?

Shri Shahnawaz Khan: As soon as the survey report is received, it will be examined in the Railway Board, and after it has been examined, necessary action will be taken.

Shri D. C. Sharma: What are the steps leading to the finalisation of the construction of this railway line, and how long will those steps take?

Shri Shahnawaz Khan: It all depends on whether the line is going to be a paying one or a losing one. It all depends upon the result of the survey, but the hon. Member knows that this is one of the lines to be taken up for construction during the Third Plan, and advance action is being taken on it during the Second Plan.

Baraset-Basirhat Line

***403. Shrimati Renu Chakravartty:** Will the Minister of Railways be pleased to state:

(a) whether the broad gauge railway line being constructed from Baraset to Basirhat is going to have through connection to Sealdah or will passengers be required to detrain at Baraset for getting connection with Sealdah;

(b) if so, whether the already overcrowded Sealdah-Bongaon trains will be capable of bearing the additional passenger load; and

(c) whether the question of running through trains to Sealdah is being studied?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No. The passengers to and from this Section will have to change at Baraset.

(b) The Sealdah-Bongaon Section is programmed for electrification and the work is in progress. When this section is brought under electric operation adequate capacity will be available to cater for the anticipated additional passenger traffic to and from the Basirhat-Baraset Section.

(c) As the Baraset-Basirhat Section is not being electrified, the question of running through trains on this Section to and from Sealdah does not arise.

Shrimati Renu Chakravartty: Are we to take it that there will be doubling of the line capacity between Dum Dum and Baraset in order to allow further line capacity for the Sealdah-Bongaon section?

Shri S. V. Ramaswamy: I have already submitted that, first of all, the electrification will go up to Bongaon on the Sealdah section. As and when capacity increases, and if it becomes necessary to extend the electrification, it might be done later on, but at present, the question does not arise.

Shrimati Renu Chakravartty: My question was whether there would be doubling of the line between Baraset and Dum Dum, without which there can be no additional line capacity for passengers on that section.

Mr. Speaker: Apart from electrification, is there a proposal for doubling the line?

Shri S. V. Ramaswamy: The electrification will cope up with the traffic. There is no programme for the doubling of the line capacity.