

Shri Braj Raj Singh: From the answer of the hon. Minister it appears that this is a question of extracting the surplus wheat all over the country. May I know what has happened to the proposal of the Ministry with regard to the appointment of the agricultural price fixation board so that the farmers could be saved from the falling down of prices?

Shri S. K. Patil: That does not necessarily arise out of the main question, except in a very distant way.

Shri D. C. Sharma: May I know what facilities the Central Government are offering to the Punjab Government so that they can dispose of the surplus wheat at economic prices?

Shri S. K. Patil: We are giving them all manner of facilities wherever they want to sell their wheat. Apart from the removal of zonal restrictions etc. we are allowing them to sell it wherever they want to. Then, there are slightly higher prices in Punjab, in order that these stocks of wheat that are with them could be sold. We are allowing that. More than that, nothing could be done.

Navigation Facilities in Rajasthan Canal

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*568. { **Shri Ram Krishan Gupta:**
Shri R. C. Majhi:
Shri Subodh Hansda:
Shri Ajit Singh Sarhad:

Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 356 on the 18th November, 1960 and state:

(a) whether Government have finally considered the navigation facilities scheme in Rajasthan Canal; and

(b) if so, what is the decision of Government?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). The matter is still under consideration.

Sardar Iqbal Singh: In view of the single lining of the canal at present, may I know whether these facilities also will be provided right now along with the construction of the canal, so that if a decision is taken to make it navigable afterwards, there will no necessary delay and unnecessary expenditure?

Shri Hathi: Actually, that matter is being considered now, from the point of view of whether we should make arrangements now itself so that if in future it is decided that it should be a navigable canal, we should have so designed it that unnecessary delays may not occur or subsequent changes may not have to be made.

Sardar Iqbal Singh: May I know whether it is a fact that in regard to the navigability of that canal, the experts have stated in their report that it should have double coating? Since the canal is now being constructed with only a single coating, may I know how it is possible to make it navigable afterwards with this single coating?

Shri Hathi: Actually, these are the points which are being considered. As for the report of the experts, the hon. Member's information is correct. These are the matters which are being considered, as to whether it should be a single lining or double lining, up to what limit it should be so and so on. These are the matters which are actually being considered.

Shri Ram Krishan Gupta: May I know whether Government are also considering the question of providing navigation facilities from Kandla or some other place also?

Shri Hathi: As I said, that is an idea only. We have not yet investigated further into that matter.

Shri Harish Chandra Mathur: Do I understand that the designing of the Rajasthan Canal has not been finalised? If we are going to have navigation, then, what is the capacity and what is the span and so on? What is the broad nature of the plan?

Shri Hathi: The question is not one of designing the canal. The question is how it should be lined. The capacity will remain the same. Whether the lining will be single or double, what the span of the bridge should be and so on—these are the details which are being considered.

मुगलसराय और कलकत्ता के बीच बिजली की रेलगाड़ियां

*५७०. { श्री प्रकाशबीर शास्त्री :
श्री सुबिमन घोष :
श्री एस० एम० बनर्जी :
श्री कालिका सिंह :

क्या रेलवे मंत्री यह बताने की कृपा करगे कि :

(क) मुगलसराय से कलकत्ता तक बिजली की रेलगाड़ियां चलाने की योजना को कार्यान्वित करने में अब तक और क्या प्रगति हुई है ;

(ख) क्या तृतीय पंच वर्षीय योजना में यह कार्य पूरा हो जायेगा ;

(ग) इस सारी योजना पर अनुमानतः कितना व्यय होगा ;

(घ) क्या गाड़ियों की गति पर भी इसका कुछ प्रभाव होगा ; और

(ङ) यदि हां, तो कितना ?

रेलवे उपमंत्री (श्री शाहनवाज खान) :

(क) से (ङ) एक बयान सभा पटल पर रखा दिया गया है ।

बिबरण

(क) सेउड़ाफुली-तारकेस्वर शाखा सहित हावड़ा-बर्दवान खण्ड पर प्रगस्त

१९५८ से और प्रधानखांटा-पायरडीह शाखा सहित आसनसोल-गोमो खण्ड पर फरवरी १९६१ से बिजली गाड़ियां चल रही हैं । गोमो-मोगलसराय और आसनसोल-दुर्गापुर खण्डों पर काम जारी है ।

(ख) जी हां, काई लाइन हो कर, दुर्गापुर-डाक्स खण्ड को छोड़ कर ।

(ग) बिजली योजना पर कुल अनुमानित खर्च इस प्रकार है :—
(करोड़ रुपयों में)

(i) सेउड़ाफुली-तारकेस्वर शाखा सहित हावड़ा-बर्दवान खण्ड	१८.४७
(ii) प्रधानखांटा- पायरडीह और तेतूलमारी-कुमुण्डा-घनवाद शाखा लाइनों सहित दुर्गापुर-मोगलसराय खण्ड	२२.९१

(घ) और (ङ). आसनसोल-गोमो लाइन खण्ड पर अभी हाल में बिजली गाड़ियां चलायी गई हैं । इस खण्ड पर समय की काफी बचत तभी हो सकती है जब दुर्गापुर से मोगलसराय तक सारे खण्ड पर बिजली गाड़ी चलाने की व्यवस्था हो जाय और सभी गाड़ियों बिजली से चलने लगे । कलकत्ता के उपनगरी खण्डों में समय की बचत इस प्रकार हुई है :—

खण्ड	समय की बचत (मिनटों में)	
	घप गाड़ियां	डाउन गाड़ियां
हावड़ा-बर्देल	२७	२२
हावड़ा-बर्दवान	७३	६४
हावड़ा-तारकेस्वर	४०	५१

श्री प्रकाशबीर शास्त्री : माननी उपमंत्री महोदय ने प्रश्न के भाग (ख) के उत्तर में लिखा है कि मुगलसराय-कलकत्ता