

**Shri Humayun Kabir:** Whenever any permission is given to anyone, it is given under definite rules which have been laid down by the DGCA.

**रेल गाड़ियों का समय से चलना**

\*१६५५. श्री राम शफर साल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि यात्री रेलगाड़ियों के समय से चलने के सम्बन्ध में रेलवे बोर्ड द्वारा क्या कार्रवाही की जा रही है?

रेलवे मंत्री (श्री जगजीवन राम) : एक बयान सभा-पटल पर रख दिया गया है। [बैकविये परिशिष्ट ५ अनुबन्ध सं० ३५]

श्री राम श र साल : अगर एक गाड़ी से दूसरी गाड़ी का मेल होता है और दूसरी गाड़ी पहले ही चली जाती है, तो मुसाफ़िरो के लिए क्या किया जाता है?

श्री जगजीवन राम : मुसाफ़िरो को काफी परेशानी होती है और इसी लिए अभी फिलहाल ही एक ऐसा हुकम जारी किया गया है कि स्टेशन मास्टरो का कुछ डिस्क्रियन होनी चाहिये कि अगर गाड़ी स्टेशन के नजदीक पहुच चुकी है, तो दूसरी गाड़ी को नहीं छोड़ना चाहिए।

**Shri Wodeyar:** May I know what steps have been taken to run the Grand Trunk Express and other trains in South India, in view of the volume of complaints about the irregular running of these trains?

**Shri Jagjivan Ram:** The steps that have been enumerated in the statement apply to all trains and services.

**Shri Goray:** I can understand trains reaching late, but are you doing anything to prevent their starting late?

**Shri Jagjivan Ram:** Perhaps, sometimes it happens. Take, for example, Delhi itself. It may appear to be a bit surprising why a train starts late from Delhi which is the originating station. It may be that some important trains which are coming from Calcutta, Bombay or Madras are late

and it is desirable that passengers from those trains are taken in the train that starts from Delhi. Therefore, from the originating station itself trains start late sometimes.

**Shri Tangamani:** It is stated that the punctuality performance of long distance trains are watched in the Railway Board's Office and proper directives are given. May I know what are the long distance trains, and with what result?

**Mr. Speaker:** Are we to enumerate the long distance trains just now? From Madras to Delhi is a long distance train.

**Shri Tangamani:** I want to know about Grand Trunk Express.

**Mr. Speaker:** Shall I allow long distance trains from Bombay to Calcutta, Madras to Delhi and so on to be stated on the floor of the House. Hon. Member, if he is particular, should have put a separate question.

**Shri Sinhasan Singh:** Are there not cases where trains start late by hours even when there are no connecting trains, especially in the N.E.R.?

**Mr. Speaker:** Very well; the hon. Member may bring them to the notice of the hon. Minister.

**Shri Jagjivan Ram:** There may be some such cases; I cannot give any general answer. If any particular instances are brought to my notice I shall look into them.

**Shri Tangamani:** May I know whether this matter was discussed in the recent conference of the General Managers?

**Shri Jagjivan Ram:** Yes. This matter was discussed at the recent conference of the General Managers, and periodically the Board reminds the General Managers to be active in this matter.

**Shri Heda:** May I know whether the Grand Trunk Express, which has the reputation of being unpunctual more than any other train, is still maintaining its reputation?

**Shri Jagjivan Ram:** I think it has been a chronic complaint with the G.T. Express. With the engineering works going on in the several sections on that line, I do not think it will be possible to expedite it too much at the present time.

**Shri Dasappa:** Why not change the name of the train?

### Bhakra Canal in Punjab

\*1656. **Shri Sanganna:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Bhakra Canal constructed by the Government of Punjab is the world's longest canal;

(b) whether any financial assistance was given to the Government of Punjab on account of this canal; and

(c) if so, to what extent?

**The Minister of Irrigation and Power (Shri S. K. Patil):** (a) No, Sir.

(b) Yes, Sir

(c) The entire amount spent by the Punjab Government on the construction of the Bhakra Canal was advanced by the Central Government to the participating States of Punjab and Rajasthan in the shape of interest bearing loans.

**Shri Sanganna:** What is the estimated cost of the canal and the programme for the completion of the canal?

**Shri S. K. Patil:** The estimated cost, not of this particular canal but of all canals in that region, is as follows:

Punjab Rs. 42.33 crores

Rajasthan Rs. 4.64 crores

making a total of Rs. 46.97 crores. By 1959 or 1960 these canals will be completed.

### National Highways

\*1657. **Sardar A. S. Saigal:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government propose to take up the road from Saraipali

(Fulgar) in Raipur to Ambikapur in Madhya Pradesh as a National Highway;

(b) whether Government are aware that this Highway Road to Ambikapur joins Bihar with Madhya Pradesh; and

(c) whether the construction of bridges over the Mahanadi and Mand rivers on the Saraigarh-Raigarh Road in Madhya Pradesh will be taken up?

**The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur):** (a) No, Sir.

(b) Yes, Sir.

(c) The construction of the proposed bridges is primarily the concern of the State Government as they fall on a State Road.

**Shri Ranga:** Did Government receive any proposals for the construction of that bridge there?

**Shri Raj Bahadur:** Proposals were received, but we have already made an offer to the State Government concerned that the Centre will be able to assist the construction of the bridges to the extent of fifty per cent. from the Central Road Fund Reserve in case the State Government are also prepared to reimburse the cost of the bridges to that extent from their own funds

सरदार अ० शि० सहगल : क्या गवर्नमेंट की यह पालिसी नहीं है कि जब दो प्रान्तों में से होकर एक सड़क गुजरती हो तो उसको नेशनल हाइवे करार दे दिया जाए? अगर यह नीति गवर्नमेंट की है तो मैं जानना चाहता हूँ कि इस सड़क को नेशनल हाइवे करार देने में क्या दिक्कतें हैं?

श्री राज बहादुर : माननीय सदस्य को यह विदित होगा कि नेशनल हाइवेज की जो लम्बाई है वह निर्धारित की जा चुकी है और वह १३,८०० है। सम्प्रति यह सम्भव नहीं है कि उसमें कोई इजाफा किया जा सके।