

Shri Nambiar: What is the scope, and how many are likely to be employed?

Mr. Speaker: I do not think that arises.

Shri K. K. Basu: May we know what specific help such as allotment of iron, or financial help, is given to these British-owned factories who, just at the present moment, supply us with wagons?

Shri Alagesan: Help is given to meet their manufacturing requirements.

Shri H. N. Mukerjee: Last June the Railway Minister had told us that a United Kingdom firm had failed to deliver certain component parts which made us change the target of our production of wagons. Now, is that kind of hindrance in the way of our production of wagons continuing, and if so, what steps are taken to remove this sort of difficulty?

Mr. Speaker: This question is important, but I am afraid it does not arise out of this.

Shri H. N. Mukerjee: Sir, it does refer to the production of wagons.

Mr. Speaker: I am not inclined to hold that view.

RESTORATION OF DISMANTLED RAILWAY LINES IN SALEM

*768. **Shri S. V. Ramaswamy:** (a) Will the Minister of Railways be pleased to state whether there has been a representation by various associations and by the Legislators of Salem district that the work of restoring the two dismantled Railway lines in the Salem district be started as a famine relief measure?

(b) Is it a fact that those two Railway lines were constructed as a famine relief measure in about 1900?

(c) What is the estimated cost of restoring the lines (i) Morappur to Hosur and (ii) Tiruppathur to Krishnagiri as metre gauge lines?

(d) Have Government come to a conclusion in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes.

(c) The rough estimated expenditure on restoration of Morappur-Hosur Narrow Gauge line is Rs. 104 lakhs. The cost of restoration of Tiruppathur to Krishnagiri has not yet been worked out.

(d) No.

Shri S. V. Ramaswamy: What is the total length that has been dismantled?

Shri Alagesan: The Morappur-Hosur line is 73 miles; it is a narrow gauge line; and the Tiruppathur-Krishnagiri line is 25 miles.

Shri S. V. Ramaswamy: At the time the lines were dismantled, was a solemn undertaking given that they would be restored as soon as the war was over?

Shri Alagesan: I do not think such undertakings can be termed "solemn".

Mr. Speaker: Was any such undertaking given, solemn or not?

Shri Alagesan: I am afraid, no, Sir.

Shri C. R. Narasimhan: What is happening to the assets of these lines, and what are the arrangements for the maintenance of these assets?

Shri Alagesan: The assets are preserved.

Shri C. R. Narasimhan: What about their maintenance?

Mr. Speaker: The lines are removed. What is to be maintained?

Shri C. R. Narasimhan: But the building and other materials are there. Are they being maintained, or allowed to decay?

Shri Alagesan: I am afraid I am not at present ready with that information.

Shri Nambiar: May I know whether the restoration of the Shoranur-Nilambur Railway line is also considered along with that?

Shri Alagesan: I do not think it arises out of this.

Shri C. R. Narasimhan: Could the Minister give the proportion of these two dismantled lines to the total lines dismantled in India during the war?

Shri Alagesan: I am afraid I do not have the information at present.

COACH-BUILDING FACTORY, PERAMBUR

*769. **Shri S. V. Ramaswamy:** Will the Minister of Railways be pleased to state:

(a) when it is proposed to start the coach-building factory at Perambur and when will it go into production; and

(b) what is its capacity to produce finished coaches per annum?