

PALNI—SAMRAJYANAGAR RAILWAY LINE

*850. **Shri Balakrishnan:** Will the Minister of Railways be pleased to state:

(a) whether there was a proposal to construct a railway line from Palni (Madras State) to Samrajanagar via Darapuram and Sathiyamangalam;

(b) whether it is a fact that survey of this line was made a few years ago; and

(c) if so, what was the result of the survey?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra):

(a) A railway line between Palni and Chamarajanagar was considered in two parts (i) Palni to Satyamangalam via Tiruppur and Dharapuram, and (ii) Satyamangalam to Chamarajanagar as part of Coimbatore-Satyamangalam-Chamarajanagar project.

(b) The survey of Palni-Satyamangalam project was last carried out in 1926-27. The survey of Chamarajanagar-Coimbatore project was carried out in 1948-49.

(c) The Satyamangalam-Palni railway project was found to be financially unremunerative and was accordingly dropped. The Chamarajanagar-Satyamangalam-Coimbatore railway project has been approved by the Central Board of Transport and its construction is proposed to be taken up during 1954-55 and 1955-56.

METEOROLOGICAL INSTRUMENTS

165. **Shri S. C. Samanta:** Will the Minister of Communications be pleased to state:

(a) the names of factories where Meteorological and Seismological instruments for the day to day working of the Meteorological Department are manufactured in India; and

(b) what are the instruments that are not manufactured in India but are imported?

The Deputy Minister of Communications (Shri Raj Bhadur): (a) The large bulk of the requirements of the India Meteorological Department in regard to meteorological and seismological instruments is met by manufacture in the Department's own workshops in Delhi and Poona. I lay on the Table of the House a statement showing the other organisations in India from which instruments are obtained. [See Appendix IV, annexure No. 44].

(b) A statement giving the required information is laid on the Table [See Appendix IV, annexure No. 45].

PROCUREMENT OF FOODGRAINS

166. **Shri S. N. Das:** Will the Minister of Food and Agriculture be pleased to state the targets fixed for different States for procurement of foodgrains in 1952?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): A statement showing procurement targets fixed for 1952 for the various states is laid on the Table of the House.

STATEMENT

Procurement target of foodgrains for 1952 for various States in India.

State	Quantity in tons
Assam	70,000
Bihar	41,000
Bombay	250,000
Madhya Pradesh	460,000
Madras	850,000
Orissa	244,500
Punjab	285,000
Uttar Pradesh	517,000
West Bengal	250,000
Hyderabad	175,000
Jammu & Kashmir	43,616
Madhya Bharat	57,000
Mysore	72,000
PEPSU	110,580
Rajasthan	80,000
Saurashtra	16,000
Travancore-Cochin	80,800
Coorg	11,000
Himachal Pradesh	1,800
Kutch	1,000
Manipur	2,571
Tripura	1,100
Vindhya Pradesh	25,719
Andamans	300
Total	3,645,986

SUGAR

167. **Shri S. N. Das:** Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantities of sugar produced in India during 1951-52 season giving State-wise figures;

(b) the total quantity of *Khandsari* sugar produced during the same period;

(c) the total quantity of *gur* produced during the same period; and

(d) to what extent control over production, distribution, sale and transport of these articles has been relaxed?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) A statement showing the production of sugar during 1951-52 upto 22nd May, 1952 is laid on the Table of the House.

(b) One lakh tons (estimated).

(c) 27.5 lakh tons (estimated).

(d) There is no control on production of sugar and all restrictions on its inter-State movement have also been removed and rationing abolished. But releases from mills are controlled and the quantity released for controlled distribution is sold at fixed prices. Prices of *gur* and *khandsari* are well below the ceilings fixed and there is no control on their production, distribution and transport.

STATEMENT

The Production of Sugar during 1951-52 upto the week ending 22nd May.

	1951-52
U. P.	801898
Bihar	224349
West Bengal	7157
Punjab	16872
Orissa	2596
Madras	88978
Rajasthan	7398
Travancore	4376
Bombay	154329
Bhopal	3656
Mysore	23800
Pepsu	27575
Hyderabad	37672
Madhya Bharat	18217
Ajmer-Merwara	789
Total	14,21,662

Excludes figure of production for week ending 22-5-52 in respect of Aira and Maholi factories.

RAILWAY COACHES AND WAGONS

168. Pandit M. B. Bhargava: Will the Minister of Railways be pleased to state:

(a) the number and value of coaches of each class separately and the number and value of wagons of all the three gauges imported into India from outside during the year 1951-52;

(b) the number and value of each class separately manufactured at various workshops in India during the year 1951-52;

(c) the names and description of the railway lines on which the coaches and wagons referred to in parts (a) and (b) above were laid during the year 1951;

(d) the number of coaches and wagons of all the three gauges which had to be replaced on various railway lines during the year 1951-52;

(e) the number of coaches and wagons of all the three gauges which stand in need of immediate replacement;

(f) the number of coaches and wagons required for replacement every year on the three gauges, the average number and value of coaches, and wagons manufactured in India and imported from outside; and

(g) the number of coaches and wagons of all the three gauges which are lying under repairs at the various workshops in India?

The Parliamentary Secretary to the Prime Minister (Shri Satish Chandra): (a): *Coaches—*

- (i) 96 Broad Gauge Electric Multiple Unit coaches U.K. for Bombay Suburban Service valued at approximately Rs. 3.14 crores (64 coaches for Central and 32 for Western Railways).
- (ii) 2 Broad Gauge Sample coaches ex Switzerland valued at approximately Rs. 5 lakhs.

Wagons—

The number and value of wagons of different gauges imported into India during 1951-52, is as follows:—

Gauge	Nos. Imported.	Approx. Value.
		Rs.
Broad	86	18,38,056
Metre	1966	1,92,80,222
Narrow

All the stock is ordered for the Indian Railways as a whole, and put into service to operate in the General Wagon pool. Of the Metre Gauge stock imported from abroad, 18 wagons were put into service in the Southern pool, and 1948 are for the Northern pool.