

Shri Achuthan: It is an important matter. When all the factors are against Olavakkot, what made the Government to decide that Shoranur should not be the headquarters and that Olavakkot should be the headquarters?

Mr. Speaker: All the points that the hon. Members referred to can only form the subject-matter of a resolution. This is question-hour. Only facts must be ascertained by a single question and a single answer. The hon. Members cannot club all points together and ask for a general opinion as to what are the considerations, etc., for arriving at a decision. If the hon. Minister has no objection, he can give the dominant consideration for the decision.

Shri Alagesan: I shall try to give the answer. I would not like to go into the local rivalries as regards the merits of one place or the other. I may say that all the Members of Parliament coming from that area have been, not once but several times, consulted on this question. Originally, the decision was taken to locate the divisional headquarters at Olavakkot, because of its proximity to Palghat where there are high schools and also accommodation available for the staff. When a divisional headquarters is set up at a particular place, naturally we will not be able to build all the quarters that are necessary for the staff. When a large town is available near at hand, the staff can find accommodation without difficulty. These were some of the considerations on which we decided to locate the divisional headquarters at Olavakkot.

As far as the regional distribution is concerned, when the question of having the divisional system was taken up in regard to the Southern Railway, naturally it was decided that at least one divisional headquarters should be in the Kerala area. I have only to inform the House that this place called Olavakkot is as much in the Kerala area as any other place.

Shri A. M. Thomas: May I enquire whether Shoranur would not be more central, as far as the Kerala State is concerned, and if so, may I know why Government did not consider that aspect at all?

Shri Alagesan: That aspect was also considered, because several hon. Members spoke to us and also wrote to us about this. There was also a delegation of certain public men that came and saw us, and it was a delegation from Olavakkot and elsewhere. There were rival claims for both these places. But, on account of the advantages which Olavakkot enjoyed over Shoranur, it was finally settled that we should have the divisional headquarters at Olavakkot.

Shri Dabhi: May I know the reasons for not making Ahmedabad one of the divisional headquarters in the Western Railway? Ahmedabad is a central place.

Shri Alagesan: It may be that Ahmedabad was not chosen, but, I would like to say that the various headquarters on the Western Railway have been inaugurated on the 1st August. They are: Bombay, Baroda, Ratlam, Kotah, Jaipur, Aimer, Rajkot and Bhavnagar. It will be seen that several headquarters have been located in the Gujarat area.

Shri Chattopadhyaya: Ahmedabad has misbehaved.

Shri Alagesan: Even so, that would not have been a consideration at all.

Shri Dabhi: I wanted to ask whether—

Mr. Speaker: I am not going to allow a discussion on this point, namely, why Ahmedabad ought to be preferred or ought not to be preferred to Ratlam, etc. All these points would have formed part of the correspondence on the matter. These cannot be decided during the question-hour. The hon. Members can only ask for facts and not for reasons or opinions.

पर्यटन

*१४०२. श्री भक्त बर्मान : क्या परिवहन मंत्री १४ मार्च, १९५६ के तारकित प्रश्न संख्या ६८६ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) द्वितीय पंचवर्षीय योजना में सम्मिलित करने के लिये उत्तर प्रदेश सरकार ने उस राज्य में पर्यटन का विकास करने के लिये जो प्रस्ताव भेजे थे क्या उनके बारे में कोई अन्तिम निर्णय कर लिया गया है ?

(ख) यदि हां, तो क्या स्वीकृत प्रस्तावों का एक विवरण सभा-पटल पर रखा जायेगा ?

(ग) यदि नहीं, तो कब तक इस बारे में अन्तिम निर्णय हो जाने की आशा है; और

(घ) अन्तिम निर्णय करने में देरी होने का क्या कारण है ?

रेलवे तथा परिवहन उपमंत्री (श्री अलगेसन) : (क) जी, हां ।

(ख) द्वितीय पंचवर्षीय योजना की प्रतियां (copies) जिनमें उत्तर

प्रदेश के लिये स्वीकृत हुए, प्रस्ताव भी शामिल हैं, वे संसद के पुस्तकालय में मिल सकती हैं।

(ग) तथा (घ). सवाल ही पैदा नहीं होता।

श्री भक्त दर्शन : जहां तक मुझे मालूम है, उत्तर प्रदेश सरकार ने पर्यटन उद्योग के विकास के लिये १,६३,२६,००० रुपये की मांग की थी और उस को उसके बदले कुछ ही लाख रुपये दिये गए हैं। क्या मैं जान सकता हूँ कि उत्तर प्रदेश के साथ इतनी कम उदारता क्यों दिखाई गई है ?

Sbri Alagesan : Uttar Pradesh has sent up proposals costing Rs. 1,93,00,000. That was a much bigger plan. We are not able to accommodate all the proposals that were sent by the Uttar Pradesh Government. But I may inform the hon. Member and the House that in connection with the Buddha Jayanti celebrations, we have undertaken various works like the improvement of roads, construction of bridges and putting up rest houses at various places, all of which go to extend the tourist facilities. In Uttar Pradesh, the cost of all these works comes to Rs. 94.41 lakhs.

श्री भक्त दर्शन : जो योजना उत्तर प्रदेश सरकार ने भेजी थी, उस में बुद्धिस्ट केन्द्रों के भलाया भी बहुत सी सड़कों के निर्माण के समाव रखे गये थे। क्या मैं जान सकता हूँ कि क्या उन समावों को बिल्कुल समाप्त कर दिया गया है या किसी और 'हेड' से जैसे रोड़ज विंग से—उनको बनाने का विचार किया जा रहा है ?

Sbri Alagesan : Naturally, there are other places also. For instance, when you connect Banaras and Sarnath, it is not as if one is serving the Buddhist centre only because, such connections serve all other places of importance also. There are other proposals also, but as I said, the works amounting to the sum of Rs. 94 lakhs and odd will be carried out this year. Subject to the availability of finance, we have to do all these things and undertake all these works with reference to other States and other areas as well. As the provision that has been made in the Plan has been very meagre, we could not do more than what we have now undertaken.

श्रीमती कमलेश्वरमति शर्मा : क्या मैं

जान सकती हूँ कि पर्यटकों के बास्ते उत्तर-प्रदेश के किन किन स्थानों को चुना गया है, उन स्थानों के नाम क्या हैं ?

Mr. Speaker : I am not going to allow this. She cannot ask about "Kin Kin Sihanon", she can ask about one.

Sbri Matthea : The game sanctuary on the Periyar Lake in my State is attracting more and more tourists not only from India, but from outside. The present hotel there is very expensive. Will the Deputy Minister try to have a cheaper hotel for the tourists ?

Mr. Speaker : Is it in Uttar Pradesh? I am not going to allow this.

Aluminium Coaches and Wagons

*1403 **Sbri Jhulan Sinha :** Will the Minister of Railways be pleased to state :

(a) how many coaches and wagons constructed out of aluminium are in use at present ;

(b) what is the result of the experiment conducted on these kinds of rolling stocks; and

(c) the steps taken to build more of them?

The Deputy Minister of Railways and Transport (Sbri Alagesan) : (a) 50 coaches, 50 covered wagons and 500 open wagons all Broad Gauge—of steel construction with aluminium panelling.

(b) It is too early to assess the results; some reports have come in and they are being examined.

(c) The experiment has been extended to 50 more coaches to be built by Hindustan Air craft Ltd. and the construction of 50 more wagons with aluminium panelling is under consideration.

Sbri Jhulan Sinha : May I enquire if this experiment has given encouraging results so far and if it is proposed to continue it in future?

Sbri Alagesan : I have said that the results should be studied further. In the meanwhile, this experiment is being extended to 50 more coaches that are being built by the H.A.L. and also to 50 more wagons.

Sbri Jhulan Sinha : May I enquire what has been the saving of steel by the substitution of steel by aluminium so far in the construction of coaches and wagons?

Sbri Alagesan : Of course, when you have aluminium panelling, it replaces steel. The initial cost may be higher, but it is bound to be lighter with aluminium panelling.