capacity is sufficient to cope with the present traffic. In order to augment the line capacity between Neyveli and Salem, line capacity works, such as provision of crossing stations etc. costing about Rs. 17·89 lakhs were completed during the Second Five Year Plan. Additional works costing about Rs. 2·80 lakhs have also been approved during the first two years of the Third Five Years Plan. Suitable steps will be taken to further increase the line capacity as and when found necessary.

बिहार में तपेदिक और कुष्ट के रोगी

८७५. **श्री योगेन्द्र झा** : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार राज्य के दरभंगा जिले में १९५१–५२ में तपेदिक तथा कुष्ट पीड़ित व्यक्तियों की संख्या क्या थी तथा १९६१–६२ में इनकी संख्या बढ़कर कितनी हुई;

(ख) इनकी संख्या में यदि कोई भारी वृद्धि हुई है, तो उसके क्या कारण हैं;

(ग) क्या सरकार ने इन रोगों के प्रसार को रोकने तथा रोगियों के लाभ के लिये कोई योजना बनाई है;

(घ) यदि हां, तो वह योजना क्या है; और

(ङ) यदि नहीं, तो क्यों नहीं ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) और (ख). सूचना उपलब्ध नहीं है।

(ग) और (घ). जी हां । तृतीय पंचवर्षीय योजना में निम्नलिखित योजनाएं सम्मिलित की गई हैं :—

(१) बी० सी० जी० टीका कार्यक्रम

(२) चलती-फिरती निदानशालाओं सहित क्षय निदानशालाओं की स्थापना ।

(३) क्षय-प्रदर्शन एवं प्रशिक्षण केन्द्रों की स्थापना ।

(४) क्षय-पृथक्करण शय्याओं की स्थापना ।

(५) कुष्ठ नियंत्रण योजना ।

(६) क्षय-कुष्ठ एवं अन्य स्वयंसेवी संस्थाओं को अनुदान ।

(ङ) यह प्रश्न नहीं उठता ।

Broad Gauge Railway Line Connecting Alwar with Kosi/Bharatpur

876. **Shri K. R. Gupta:** Will the Minister of Railways be pleased to state:

(a) whether a preliminary survey of Broad Gauge Railway line joining Alwar with Kosi or Bharatpur via Nagar had been decided and taken up about some three years back;

(b) whether as a result of that survey, this work is likely to be taken up within the present Plan period; and

(c) if not the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. Only the traffic survey for a B. G. line between Kosi-Kalan-Bharatpur/Alwar was carried out.

(b) and (c) The Traffic Survey Report revealed that the projected line would result in a considerable loss. It was, therefore, decided to shelve the scheme.

बिहार-बख्तियारपुर लाइट रेलवे के अपदस्थ कर्मचारी

८७७. **श्री सिद्धेश्वर प्रसाद** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बख्तियारपुर से राजगीर तक पूर्व रेलवे की नयी लाइन बनने के बाद

बिहार-बख्तियारपुर लाइट रेलवे के अपदस्थ कर्मचारियों ने रेलवे विभाग से नियुक्ति की मांग की थी।

(ख) यदि हां, तो सरकार ने इस सम्बन्ध में अब तक क्या कदम उठाया है; और

(ग) उस पुरानी रेलवे में स्थायी और अस्थायी कुल कितने कर्मचारी थे ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) (क) जी हां ।

(ख) बिहार बख्तियारपुर लाइट रेलवे के जो कर्मचारी १-१-१९६२ को ५० वर्ष से कम आयु के थे और जो शरीर से स्वस्थ और अन्यथा फिर से नियुक्ति के लिए उपयुक्त पाये गये, उनका साक्षात्कार मार्च, १९६२ के पहले हफ्ते में पूर्व और पूर्वोत्तर रेलों के अफ़सरों के सेलेक्शन बोर्डों द्वारा किया गया। इस सेलेक्शन के फलस्वरूप विभिन्न वर्गों में नियुक्ति के लिए २९४ कर्मचारी उपयुक्त पाये गये हैं । उनकी नियुक्ति के सवाल पर दोनों रेलें विचार कर रही हैं ।

(ग) बिहार राज्य सरकार ने ५० वर्ष से कम आयु के कर्मचारियों की एक सूची भेजी है जिसमें सिर्फ ३०४ नाम हैं ।

Ropeway at Gulmarg

878. Shri Maheswar Naik: Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that the Union Government have approved a plan to link Tanmarg with Gulmarg by a ropeway system;

(b) what are the details of the plan;

(c) what are the financial implications thereof; and

(d) how the cost to be increased is proposed to be shared between the Centre and the State of Jammu and Kashmir?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement giving the required information is placed below.

STATEMENT

The Third Five Year Plan for development of Tourism includes a scheme for development of Winter Sports at Gulmarg (Kashmir) at an estimated cost of Rs. 20.00 lakhs. The expenditure is to be incurred directly by the Central Government. The development of winter sports also envisages installation of ropeways for taking up sports enthusiasts from Gulmarg to Alpather. The scheme is being coordinated with the Department of Atomic Energy who have proposals to instal a ropeway from Gulmarg to Apherwat to carry their scientists and equipment. That Department had the area surveyed initially by a party of Czech Engineers who had suggested a certain alignment for the ropeway. At the instance of the Department of Tourism, a Winter Sports expert from Austria visited the area in December 1960 and he suggested certain changes in the alignment of the ropeway. For making Gulmarg accessible during winter he recommended construction of all-weather motorable road from Tangmarg to Gulmarg. In case it was not practicable to keep the road between Tangmarg and Gulmarg open during the winter months due to heavy snow, he suggested the installation of a ropeway between Tangmarg and Gulmarg also. The Department of Atomic Engery obtained the services of a French Consulting Engineer in September-October, 1961 to advise on the various technical aspects of the scheme. The Central P. W. D. are now making a physical survey of all the suggestions with a view to preparing an estimate of costs of the whole scheme. Hence the details and financial implications have not yet been finalised.

Tubwells near Tungabhadra Reservoir Villages

880. Shri S. Swami: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any representation has been received by the people of sub-