

Expenditure on improvement of Railways in Andhra Pradesh during the 5th Five Year Plan

1214. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether any amount has been spent in Andhra Pradesh for the improvement of Railways or to start new lines during Fifth Five Year Plan period; and

(b) if so, the salient features thereof?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE):

(a) and (b). Accounts for expenditure on Railway projects are not maintained Statewise. The following important schemes have been taken up or progressed in Andhra Pradesh during the 5th Plan:

1. Nadikude-Bibinagar new BG line and conversion of Guntur-Macherla MG line into BG.

2. Parallel BG line from Guntakal to Dharmavaram and conversion of Dharmavaram-Bangalore City MG section into BG (Party in Andhra Pradesh).

3. New BG line from Bhadrachalam to Manguru—included for construction in this year's budget.

4. Secunderabad—Additional facilities in the MG yard.

5. Land acquisition for provision of additional facilities at Hyderabad/Secunderabad.

6. Rayna Padu—New BG wagon repair shop.

7. Ramgundam—Provision of additional lines in the yard.

8. Mandamari—Additional facilities in the yard.

9. Land acquisition in connection with the proposed chord line between Maula Ali and Sanatnagar.

10. Development of Terminal facilities in Hyderabad—Secunderabad area.

11. Doubling between Molanur and Kuppam.

12. Patch doubling between Renigunta—Balapalle, Bhakarapeta—Guddapah, Copty—Guntakal and crossing station between Razampeta and Nandlur.

13. Bibinagar—Bhongir doubling.

14. Electrification between Madras—Gudur and Vijayawada (partly falling in Tamil Nadu).

Proposal to remodel Chittoor Railway Station

1215. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to remodel Chittoor Railway Station which is at District headquarters; and

(b) if so, when will the work be taken up?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE):

(a) Not at present.

(b) Does not arise as no work has now been sanctioned.

Closure of steam loco sheds at Guntakal, Pakala, Nandalur and Renigunta

1216. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the steam loco sheds at Guntakal, Pakala, Nandalur and Renigunta are proposed to be closed; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE):

(a) and (b). There is no proposal to close down Guntakal, Pakala and Nandalur steam loco sheds. Renigunta

steam loco shed is proposed to be closed down during the Corporate Plan period. Renigunta steam loco shed presently holds 9 Broad Gauge steam locos and as a result of proposed dieselisation and also due to water problem at this location, this shed is likely to be closed down with additional diesel locos becoming available.

Conversion of Katpadi-Tirupati line into broad gauge line

1217. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal with the Government to convert Katpadi-Tirupati railway line in Southern Railway into broad gauge; and

(b) if so, when would it be done?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE):

(a) and (b). There is no proposal at present under consideration for conversion of the Katpadi-Tirupati metre gauge line into broad gauge.

‘इंडेन गैस’ की एजेंसियों का आवंटन

1218. डा० मुरली मनोहर जोशी : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न नगरों में घरेलू उपयोग के लिये वितरित की जाने वाली ‘इंडेन गैस’ की एजेंसियों के आवंटन के लिये कोई निदेशात्मक सिद्धान्त बनाये गये हैं और यदि हां, तो तत्संबंधी मुख्य हपरेखाएं क्या हैं; और

(ख) क्या उक्त एजेंसियों के आवंटन के बारे में कोई शिकायतें प्राप्त हुई हैं और यदि हां, तो इस बारे में क्या कार्यवाही की गई है ?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) :

(क) अक्टूबर 1969 तक आई० ओ० सी० अपनी एजेंसियों (इन्डन की

डिस्ट्रीब्यूटरशिप सहित) वाणिज्यिक आधार पर दे रही थी। नवम्बर, 1969 में इस नीति को बदल दिया गया था और तब से आई० ओ० सी० द्वारा अपनी डीलरशिप एजेंसियां निम्न आय वर्ग के परिवारों के बेरोजगार स्नातकों/इंजीनियरों को दी जाती थी। यह नीति नवम्बर, 1971 तक जारी रही। दिसम्बर, 1971 के युद्ध के पश्चात् इस नीति का अतिक्रमण कर एक योजना बनाई गई जिसके अनुसार रक्षा मंत्रालय के पुर्नवास महानिदेशक की सिफारिश पर आई० ओ० सी० की डीलरशिप एजेंसियां अंगु सैनिकों, युद्ध में मारे गये सैनिकों की विधवाओं, युद्ध में मारे गये अथवा लापता सैनिकों के आश्रितों तथा भूतपूर्व सैनिकों को दी जाने लगी। इस योजना को 1-2-75 से अस्थगित रखा गया है। 1-1-1974 से इस की सभी (‘ख’ स्थलों को छोड़कर) 25 प्रतिशत एजेंसियां अनुसूचित जातियों तथा जनजातियों के उम्मीदवारों के लिये आरक्षित की जा रही है।

(ख) डीलरों के चयन के संबंध में प्राप्त शिकायतों की सरकार द्वारा जांच की जाती है तथा उचित कार्यवाही भी जाती है।

Use of Luxury Saloons by Railway Officials

1219. SHRI S. P. BHATTACHARYYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to stop the use of luxury saloons by high railway officials for their out-door duties; and

(b) if so, when?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDEVATE):

(a) and (b). Instructions have been issued that the inspection carriages should be used only for inspection purposes and not merely for journeys to stations where adequate resting places are available on the Railways.