

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) Yes, Sir.

(b) The drilling of the well at Diamond Harbour is currently in progress and as on 15-4-78 depth of 1524 metres has been reached against the projected depth of 5500 metres. In Galsi area, two locations have been recently completed upto the depths of 1238 and 2483 metres. Besides, two wells at Bodra and Bakultala were drilled by the ONGC during 1966-68 and 1975-76 upto depths of 4197.5 metres and 3700 metres respectively.

(c) It is not possible to ascertain before hand whether oil or gas would be struck at greater depths without actually drilling and testing to such depths.

काली नदी, उत्तर प्रदेश के किनारे पर तेल

7977. डा० महादीपक सिंह शास्त्री : क्या पेट्रोलियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश राज्य में काली नदी के किनारे पर तेल मिलने की संभावना है ; और

(ख) यदि हा, तो सरकार द्वारा इस बारे में क्या कदम उठाये गये हैं ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हनुमन्ती लाल बहुगुणा) : (क) और (ख) . उत्तर प्रदेश में काली नदी जो गण्डक नदी के नाम से भी जानी जाती है, के तट पर तेल मिलने का कोई प्रत्यक्ष संकेत नहीं मिला है। परन्तु इस क्षेत्र में किये गये भू-बैज्ञानिक अध्ययन के आधार पर तेल और प्राकृतिक गैस कायोजन में दो स्थल यानि पूरनपुर और परेवा, खुर्दाई के लिये जोते हैं। पूरनपुर में इस समय खुर्दाई हो रही है। परेवा में कायोजन द्वारा 1980 के आरम्भ में खुर्दाई आरम्भ किये जाने की संभावना है।

Manhandling of Officials at Sealdah Station

7978. SHRI PRADYUMNA BAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a violent mob had manhandled the senior railway officials at Sealdah railway station on the 23rd March, 1978;

(b) if so, the loss suffered by railway due to this incident;

(c) the main reasons of this incident; and

(d) the action taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) Rs. 3800/- due to damage caused to glass-panes, furniture, stationery, telephone instruments and telephone wires etc.

(c) Due to late arrival of Habra-Sealdah train at Sealdah about 300 passengers became agitated, forcibly entered the office of Commercial Supervisor, Sealdah station and are reported to have assaulted him. The Commercial Supervisor had to be admitted in B. R. Singh Hospital due to this incident. Station Master, Sealdah had also sustained injuries.

(d) Government Railway Police, Sealdah registered case No. 23 of 23-3-1978 u/s. 147/148/325/427-IPC & arrested 6 persons who were released later on. The case is still under investigation.

Cases pending in Supreme Court and High Courts

7980. CHAUDHRY BALBIR SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) how many cases of 15 to 25 years old are pending in the Supreme Court;

(b) how many cases of 10 to 20 years old are pending in Delhi High Court (beginning year to be counted from the start in lower court);

(c) how many cases of 8 to 10 years old are pending in District Court of Delhi and in how many cases even preliminary has not been passed;

(d) what are the reasons for such delays:

(e) what steps Government propose to take to settle these old cases as early as possible;

(f) how many cases a sub-judge at Delhi District Court is supposed to decide in a month; and

(g) whether Government are proposing to recruit more judges at Delhi High Court and District Court of Delhi to dispose of long pending cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) None, according to the information supplied by the Supreme Court.

(b) According to the information furnished by the Delhi High Court, the number of cases more than 10 years old from the date of their registration in the High Court on 31.12.1977 is 429. The High Court has also stated that to ascertain the number of cases 10 to 20 years old pending in the High Court from the year of its institution in the lower court will require a great deal of time and manpower as each file of all the pending cases will have to be gone through. The time, labour and expenditure involved in collecting the information would not be commensurate with the result sought to be achieved.

(c) The number of cases pending for 8 to 10 years in District Courts of Delhi is 852. It requires a lot of time to go through each and every file to see whether preliminaries have been taken in them or not. The time, labour and expense involved in collecting the information may not be commensurate with the result sought to be achieved.

(d) According to the High Court the reasons are:

(i) Inadequate Judge strength

(ii) Lengthy proceedings

(iii) Stay orders granted by higher courts.

(e) and (g). All possible steps are being taken to settle the old cases as early as possible. A proposal to increase the Judge strength of the Delhi High Court and the strength of the lower judiciary is under the consideration of the Government.

(f) According to the norms prescribed by the High Court, an average sub-judge is expected to decide 15 to 21 cases in a month.

Wagon Building Capacity in Public and private sectors

7981. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the total Rail Wagon building capacity both in the public and private sectors;

(b) the percentage utilisation of such capacity;

(c) whether it is a fact that a major portion of the wagon building capacity in the public sector is remaining unutilised; and

(d) the steps proposed to be taken to fully utilise the existing wagon building capacity in the country?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The total installed Rail Wagon building capacity in the industry is 22761 wagons in terms of four wheelers, of which 14161 is in the public sector and 8600 in the private sector. In addition, about 1500 wagons in terms of four wheeler units are being manufactured in the Railway Workshops every year.

(b) The utilisation of capacity of the wagon industry as a whole during 1977-78 was 47.6 per cent—35.1