

(d) Does not arise.

(e) and (f). Yes. Orderlies are deployed at the residence of Railway Protection Force/Railway Protection Special Force Officers as per scale entitled for Gazetted Officers of Railway Protection Force.

(g) Yes. The car is being utilised by Inspector General/Railway Protection Force, Deputy Inspector General/Railway Protection Special Force and other Officers in accordance with the extant instructions in the regard for official duties.

(h) Yes.

माल डिब्बों की वापसी

2329. श्री क्या राम शाक्य: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि कोयला खानों, बन्दरगाहों तथा हस्तात-संयंत्रों, आदि में माल डिब्बों के लदान में विलम्ब के कारण माल डिब्बों की वापसी लंबी हो जाती है; और

(ख) यदि हां, तो क्या सरकार ने कोयला खानों, बन्दरगाहों आदि पर माल डिब्बों के लदान में विलम्ब को खतम करने के लिए कोई तरीके निकाले हैं जिससे कि माल डिब्बों की वापसी के समय को कम किया जा सके और गाड़ी सेवा का अधिकतम उपयोग किया जा सके?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उपमंत्री (श्री मल्लिकार्जुन): (क) जी हां।

(ख) अनुमत समय के भीतर माल डिब्बों की लदान सुनिश्चित करने के लिए सम्बन्धित एजेंसियों के साथ निकट का सम्पर्क रखा जा रहा है। अनुमत छूट अवधि से आगे माल डिब्बों को रोक रखने के लिए विलम्ब शुल्क भी लिया जाता है।

लखनऊ-सोनपुर लाइन को बड़ी लाइन में बदलना

2330. श्री क्या राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या पूर्वी रेलवे में सोनपुर-बुधदा कचेरी और लखनऊ-सोनपुर छोटी लाइनों को बड़ी लाइनों में बदलने का कार्य इस बीच पूरा हो गया है; और

(ख) यदि हां, तो इन लाइनों की कब तक चालू होने की संभावना है?

रेल मंत्रालय तथा संसदीय-कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) और (ख). सोनपुर-छपरा कचहरी खंड, बाराबंकी से समस्तीपुर को मुख्य आमान परिवर्तन की योजना का भाग है। समस्तीपुर से छपरा (166 कि. मी.) खंड से पहले ही मीटर लाइन से बड़ी लाइन में बदल दिया गया है और इसे यातायात के लिए खोल दिया गया है। छपरा से बाराबंकी तक के शेष खंड में कार्य प्रगति पर है और इसे 1981 के दौरान विभिन्न चरणों में खोलने का कार्यक्रम बनाया गया है। बाराबंकी से लखनऊ तक के खंड पर पहले ही बड़ी लाइन विद्यमान है।

Conversion of Samastipur-Baxaul line

2331. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that survey for converting Samastipur- Baxaul, Lucknow-Kanpur, Sitapur-Budaul and Mau-Shahganj line into broad gauge has also since been completed; and

(b) if so, the time by which conversion work is likely to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARJUN): (a) Yes.

1. Samastipur-Baxaul.

A preliminary engineering-cum-traffic survey for conversion from MG to BG of the section from Samastipur to Baxaul both via Muzaffarpur and via Darbhanga has already been conducted. As a result the Samastipur-Muzaffarpur section has already been

converted to BG. An engineering-cum-traffic reappraisal for conversion of Mujaffarpur-Raxaul-Bagaha MG section via Sagauli is in progress. A final decision of taking up the conversion will be taken after the project report is received and evaluated in the Board's Office, subject to clearance by the Planning Commission and availability of resources.

2. Lucknow-Kanpur

An engineering-cum-traffic survey was undertaken by N.E. Railway for lifting of MG facilities on Kanpur-Lucknow-Barabanki section. The possibility of replacing the metre gauge by broad gauge in course of the survey was also investigated. As a result of this survey the conversion of metre gauge line between Barabanki-Malhaur alongwith construction of an additional broad gauge line between Malhaur and Lucknow as part of Barabanki-Samastipur gauge conversion scheme has already been approved and the work is in progress.

As regards lifting of metre gauge facilities in the Lucknow-Kanpur section and or its replacement by broad gauge, it has been decided to defer the conversion due to serious constraint of financial resources and very heavy expenditure required to complete the works already in progress.

3. Sitapur-Burhwal

An engineering-cum-traffic survey for the conversion of the section has already been completed. The railway has been asked to investigate certain alternative proposals as also to revise the financial implications taking into account the movement of through goods traffic from Punjab and Haryana right upto N. F. Railway. The revised financial appraisal of the project as also of the route of the alternatives has still not been received. A final decision in the matter will be taken after careful examination of the revised financial appraisal of the scheme and of the alternative.

4. Mau-Shahganj.

The project report has since been received in the Railway Board's Office Proposal for conversion of this line has been sent to the Planning Commission for approval. This project could not be accommodated within the plan outlay for "Traffic Facilities" for 1980-85.

Indo-Pak Relations

2332. SHRI JANARDHANA POOJARY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have initiated some steps to promote friendly ties with Pakistan;

(b) if so, whether Pakistan Government have reciprocated to our initiative; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Government have taken several steps since January 1980 to improve Indo-Pak Relations viz. frequent high level dialogues, trade and economic exchanges, cultural and people to people contacts.

(b) and (c). From our side we have made it amply clear that we are determined to strengthen and expand the process of normalisation of relations with Pakistan in the spirit of Simla Agreement. It is our earnest hope that the Government of Pakistan will reciprocate and continue the healthy trend towards settling differences bilaterally and in the spirit of mutual accommodation.

Better Railway Tracks

2333. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide better tracks for the tremendous increase of loads after introducing so many new trains; and