

Tampering with Railway Tracks

1954. **Shri Oza:** Will the Minister of Railways be pleased to state:

(a) whether any attempt to tamper with track was made near Jetpur (Morvi) Station, Western Railway, on the 5th June, 1958;

(b) whether any inquiry was held in this incident; and

(c) if so, what is the finding of such inquiry?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes. An attempt to tamper with the track was made on 5th June, 1958 at mile 727-1 between Morvi and Jetpur.

(b) Yes. Sub-Inspector of Police, Morvi has registered the offence under section 126(1) of the Indian Railways Act and section 379 I.P.C. and investigation is in progress.

(c) The result of the police investigation is awaited.

Representation from Merchants Association at Kharagpur

1055. { **Shri S. C. Samanta;**
Shri Subodh Hansda:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 3540 on the 8th May, 1958 and state:

(a) whether the representation received from the Merchants Association at Kharagpur on the South Eastern Railway has been considered and decision taken;

(b) whether it is a fact that in all electrical establishments preference is given to consumers for industrial purposes; and

(c) if so, why pooled rate has been applied to all consumers at Kharagpur indiscriminately?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) the representation received from the

Merchants Association at Kharagpur is under consideration;

(b) and (c). Generally power supply authorities have different tariff for domestic and power purposes. The Railways are not in the business for supply of Power and generate normally only for their own needs and those of their staff. They have fixed one rate for domestic and power purposes for their staff and have applied the same principle in charging the outside consumers at Kharagpur. Compared to the rate charged by the West Bengal Electricity Board, the rates charged by the Railway are lower for electric power used for domestic purposes.

Naraj and Tikarapada Project

1056 **Shri Panigrahi:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 3603 on the 8th May, 1958 and state whether the construction of proposed dams at Naraj and Tikarapada for prevention of floods in River Mahanadi will be taken up during the Second Plan period?

The Deputy Minister of Irrigation and Power (Shri Hathi): There is no prospect of taking up the construction of a dam either at Naraj or at Tikarapada during the Second Plan period. Experience of regulation of Hirakud Reservoir in 1956 and 1957 has indicated that there is enormous flood control potential at Hirakud. The Chief Engineer, Hirakud Dam Project, is of the opinion that no more flood control reservoirs on the main stem of the Mahanadi downstream are necessary.

पूर्वोत्तर रेलवे की लाइनें

१०५७. { **श्री भक्त वर्मान :**
श्री स० चं० सामन्त :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के नजीबाबाद व कोटद्वार स्टेशनों के बीच श्रीर रायवाला व