

these super constellations in the internal services, namely, using a special kind of petrol, was the main reason that prevented putting super constellations on the internal services?

Siri Mohiuddin: That is also one of the considerations—petrol has to be imported from outside.

Shri Heda: Is it not a fact that the committee that was referred to by the hon. Minister or some other committee stated that there were some technical difficulties in running these super constellations in the internal routes; if so, may I know the nature of those technical difficulties?

Shri Mohiuddin: I do not think there will be any insuperable technical difficulty. One point that may be mentioned is that super constellation is meant for a stage length of over about 1500 miles.

New Railway Lines in Third Plan

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*1785. { **Shri T. B. Vittal Rao:**
Shrimati Ila Palchoudhuri:

Will the Minister of Railways be pleased to state:

(a) whether the Planning Commission has recently increased the allotment for the construction of new lines by Rupees 25 crores, during the Third Five Year Plan;

(b) if so, what are the additional railway lines that will be included as a result of this increase; and

(c) whether Salem-Bangalore rail link will be taken up during the Third Five Year Plan?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No, Sir.

(b) and (c). Do not arise.

Shri T. B. Vittal Rao: This Salem-Bangalore rail link has been given second priority in the additional line that has to be included in the Plan. In view of this, may I know when the Government propose to undertake the final location survey so that there may not be any difficulty?

Shri Shahnawaz Khan: A firm decision has yet to be taken on this matter, and any further step will be taken only when the whole thing is finalised and a firm decision taken.

Shri T. B. Vittal Rao: May I know when a firm decision is likely to be arrived at?

Shri Shahnawaz Khan: The matter is at present under correspondence and consideration between the Railway Ministry and the Planning Commission.

Shri T. B. Vittal Rao: May I know whether it is a fact that the Prime Minister has written to the Railway Minister as well as the Planning Commission to increase the allotment by Rs. 25 crores for new railway lines?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): This matter has been under consideration for a considerable time past; that is to say, our eagerness to supply certain lines which are considered important in the south and, on the other hand, balanced by certain difficulties which come to the way of expanding the railway budget. As the House, perhaps, knows, at the present moment the Planning Commission has not finalised its report, but there are two approaches. There is the approach which leads to Rs. 7500 crores which can be spent according to our estimate of resources and a planned budget of Rs. 8,000 crores that has been planned for that, because we think it might be possible to reach that figure in our resources—but it will be limited to our resources. Ultimately, looking at it from that point of view, we hope to provide a certain sum of money—I can't say exactly how much—for the southern railways. It may be, of course, that they may not be completed in the Third Five Year Plan and they may go over to the Fourth Plan.

Shri Tangamani: In the Conference which the Railway Ministry had with the Chief Ministers it was agreed that the requests made by the State Governments on the basis of priority will

also be considered. May I know whether it is not a fact that the Madras Government wanted the Salem-Bangalore line and Tinneveli-Kanyakumari line to get priority in the Third Plan?

Shri Shah Nawaz Khan: All the State Governments have sent in their priorities and they will be given due consideration.

डा० गोबिन्द दास : क्या यह सही है कि राज्य पुनर्निर्माण आयोग ने मध्य प्रदेश सदृश विस्तृत प्रान्त में जहां पर कि यातायात के माधन बहुत कम हैं, यह कहा था कि इस प्रान्त के निर्माण के बाद वहां पर अनेक रेलवे लाइनें बनाई जावें, तो क्या इन संबंध में और स्वाग कर बस्तर के सम्बन्ध में कोई विचार किया जा रहा है ?

रेलवे मंत्री (श्री जगजीवन राम) : जी हां उम ने ऐसा कहा था। जैसा आप को मालम है इण्डिकारण्य स्कीम के अन्दर एक रेलवे लाइन बनाने की स्वगिम है और उसका नाम जारी है। वह बस्तर हो कर जाएगी।

Shri Narasimhan: From what the Prime Minister has stated, are we to take it that in case the overall allocation is increased and the lines mentioned by the Railway Board to the Planning Commission are taken up, the execution will be phased between the Third and Fourth Plan?

Shri Jawaharlal Nehru: What I said was that, if necessary, it will be extended. We will try to do it in the Third Plan. May be, under the pressure of events, it may be extended to the Fourth Plan.

Shri M. B. Thakore: May I know whether a final decision to join Himmatnagar with Vijapur has been taken?

Mr. Speaker: How can we go into individual lines on this question?

Shri Bal Raj Madhok: May I know whether the ring railway in Delhi will be taken up in the Third Plan or not?

Shri Shah Nawaz Khan: A separate notice may be given.

Shri Ram Krishan Gupta: May I know whether it is a fact that the Chief Minister of Punjab has made a personal appeal to the Prime Minister of India for the construction of the Chandigarh-Ludhiana line and, if so, the decision taken thereon?

Shri Jawaharlal Nehru: I have received a number of letters on that subject.

Bridge on the Betwa at Nautghat

*1786. **Dr. Sushila Nayar:** Will the Minister of Transport and Communications be pleased to state:

(a) the progress made with regard to the project of construction of a bridge over the river Betwa at Nautghat;

(b) the amount of contribution made by Uttar Pradesh Government, Madhya Pradesh Government and the Government of India; and

(c) when the project is likely to be completed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The estimate for the work has been sanctioned by the Government of India. Tenders for the work received by the State Government are under finalisation and the work will shortly be awarded.

(b) The work is estimated to cost Rs. 26.70 lakhs which is being shared in equal proportions by the Government of Uttar Pradesh, the Government of Madhya Pradesh and the Government of India.

(c) By the end of 1963.

Dr. Sushila Nayar: Is it correct that the estimates according to the tender appear to have been exceeded by about Rs. 3 lakhs? If so, what is the proposal to meet this expenditure?