

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA) : (a) Indigenous know-how has been developed by the Central Electro Chemical Research Institute at Karaikudi for the manufacture of only automotive batteries of ratings upto 6 volts and 100 ampere hours ; the commercial viability of this know-how has yet to be established. No indigenous know-how has been as yet developed for the manufacture of automotive batteries of a higher rating and other kinds of storage batteries such as stationary batteries, traction batteries, train lighting cells and submarine batteries. The more important raw materials required in the manufacture of storage batteries, namely, lead, antimony arsenic and certain special resins are not indigenously available. For these reasons, therefore, it would not be possible to state that India is in a position to manufacture the major range of storage batteries by using indigenous process and indigenous raw materials.

(b) Government is considering a proposal to set up a unit for the manufacture of storage batteries, but it is not based on the use of indigenous know-how or indigenous raw materials.

(c) Does not arise.

Differences between Madhya Pradesh and Utter Pradesh over Supply of Electricity

6041. SHRI R. P. DAS : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the attention of Government has been drawn to the differences arising between Madhya Pradesh and Utter Pradesh Governments over electricity supply by the Madhya Pradesh Electricity Board ; and

(b) if so, the steps taken by Central Government to resolve the dispute ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) Yes, Sir.

(b) The dispute relates to a commercial transaction between two Statutory Boards, the Madhya Pradesh Electricity Board and the Utter Pradesh State Electricity Board. The

matter is being settled by mutual discussions. The Central Government is giving all required assistance to the State Electricity Boards for assessing the facts correctly and come to an understanding.

Conversion of Kotshila-Purulia Narrow Gauge line into Broad Gauge

6042. SHRI SUBODH HANSDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey has been conducted of the Kotshila-Purulia narrow gauge line for the conversion to broad gauge line ;

(b) if so, when this proposal is likely to be implemented ; and

(c) whether Railways are incurring heavy expenditure in maintaining the narrow gauge lines ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) and (b). Based on the recommendations of the Un-economic Branch Lines Committee, 1969, a detailed traffic survey for the conversion of the Purulia-Kotshila Narrow Gauge line to Broad Gauge was ordered in September, 1970 and the survey is in progress. A decision regarding conversion of the section will be taken after the survey is completed and the results thereof become known.

(c) Almost all the Narrow Gauge lines are working at a loss.

बीरसिंहपुर स्टेशन पर रेलवे पुल

6043. श्री धनशाह प्रधान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यात्रियों को एक प्लेटफार्म से दूसरे प्लेटफार्म पर आने-जाने की सुविधा देने के लिए बीरसिंहपुर में वर्ष 1969 के दौरान एक ऊपरी पुल बताया गया था, परन्तु प्लेटफार्म तक पहुंचने हेतु उस बस्ती के निवासियों के लिए कोई पुल नहीं है जिसके फलस्वरूप वहाँ दुर्घटनाएँ होने का भय और संभावना सदा बनी रहती है ; और