

(e) Manning of gates as at present is considered adequate in normal circumstances. Additional gates will be opened when necessary.

दीवा-दसगांव रेलवे लाइन

345. श्री बलबन्त : क्या रेलवे मंत्री यह बतान का काम करेंगे कि :

(क) क्या दीवा-दसगांव रेलवे लाइन विधाने का काम पूरा हो गया है;

(ख) इस लाइन पर कितनी सवारी गाड़िया चल रही हैं;

(ग) क्या यात्रियों से गाड़ियों के धीमी गति से चलने के सम्बन्ध में कोई शिकायत मिली है; और

(घ) यदि हां, तो रेलगाड़ियों को सामान्य रफ्तार से कब चलाया जाएगा ?

रेलवे मंत्री (श्री सी० एम० पुनावा) :
(क) कारण क्षेत्र के आर्थिक विकास में सहयोग देने और बम्बई के ग्राम-पाम मीड को कम करने के लिए 1961 में पनवेल के रास्ते दीवा से घाटा तक एक बड़ी लाइन विधाने की मजूरी दी गयी थी। दीवा-पनवेल खण्ड 31-10-1964 को माल-यातायात के लिए और 28-12-1964 को बाली यातायात के लिए खोल दिया गया। पनवेल से घाटे घाटा तक का खण्ड 9-4-66 को माल यातायात के लिए खोला गया। अभी इसे बाली यातायात के लिए नहीं खोला गया है। इस लाइन को घाटा से घाटे दसगांव तक बढ़ाने के सुझाव को अभी अन्तिम रूप दिया जाता है।

(ख) दीवा और पनवेल के बीच सप्ताह में दूर रात्र अत्येक घोर से एक सवारी गाड़ी और एक मित्रो-बुली गाड़ी और बुनवार को अत्येक घोर से एक सवारी गाड़ी चलाई जा रही है।

(घ) जी हां।

(ब) इस लाखा लाइन पर आप इंजन नहीं चलाये जा सकते, क्योंकि दीवा में इंजनों को पानी देने की उपयुक्त व्यवस्था नहीं हो सकती। इस समय, इन गाड़ियों में डब्ल्यू० डी० एम० 2 टाइप के डीजल इंजन लगाये जा रहे हैं जिनकी अधिकतम अनुमत रफ्तार 48 किलोमीटर प्रति घंटा है। इसलिए 48 किलोमीटर प्रति घंटे की रफ्तार से चलने वाली इन गाड़ियों की रफ्तार को बढ़ाना सम्भव नहीं है।

Cement Factory in Madhya Pradesh

346. Shri S. S. Kothari: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the construction of the new cement factory at Suwakhera (near Neemuch, Madhya Pradesh) by the Cement Corporation of India Ltd. has commenced; and

(b) if not, by what date it is scheduled (i) to commence construction and (ii) to reach commercial production?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). At present the Cement Corporation is engaged in the investigation of suitable limestone deposits at Suwakhera (near Neemuch), Madhya Pradesh. The question of setting up a cement factory at the place will be considered on the basis of the investigation report.

H. E. L., Bhopal

347. Shri S. S. Kothari: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that the budget of Heavy Electricals Ltd., Bhopal for the next five years provide for losses;

(b) if so, the estimated amount thereof; and

(c) the steps proposed to be taken to improve the working of this undertaking?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The Project report for the Heavy Electrical Factory at Bhopal, envisaged losses being incurred in the first few years, upto the eleventh year of production. According to the latest estimate, the factory is expected to incur losses upto 1970-71. The losses are estimated as under:—

1967-68	Rs. 876 lakhs (loss)
1968-69	Rs. 697 lakhs (loss)
1969-70	Rs. 407 lakhs (loss)
1970-71	Rs. 145 lakhs (loss)

During 1971-72, the factory is expected to make a profit of Rs. 168 lakhs.

(c) The steps taken to improve the working of the undertaking are:—

- (i) Improving the manufacturing techniques and increasing output;
- (ii) having a stricter control over each item of expenditure; and
- (iii) by making effective use of plant and equipment and selecting ranges of manufacture which will give optimum return.

Complaints regarding Expansion of Bhilai Steel Plant

348. Shri Indrajit Gupta: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that the Russian Chief Engineer incharge of the expansion project of Bhilai Steel Plant has publicly complained of unsatisfactory supplies of equipment from Heavy Engineering Corporation, Ranchi;

(b) whether it is also a fact that such supplies have been inadequate in both quantity and quality, thereby jeopardising the Bhilai expansion schedule; and

(c) whether any comprehensive inquiry has been held into the complaints and if so, the result thereof?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) No, Sir.

(b) There have been some delay and deficiencies in indigenous supplies of plant and equipment etc. for Bhi'a's 6th Blast Furnace Complex. The defects were not very serious and have been rectified. This has not, however, held up construction work.

(c) Hindustan Steel Ltd. have taken necessary action with the suppliers to have the deficiencies rectified and the supplies expedited. Supplies have since improved.

Suspension of Passenger Trains running between Lumding and Dibrugarh

349. Shri Yas'raj Singh:
Shri Ram Kishan:
Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether night running of passenger trains between Lumding and Dibrugarh in Upper Assam has been suspended;

(b) if so, the reasons therefor; and

(c) for how long this order will remain in force?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). Consequent upon two explosions on the Lumding-Tinsukia Section of the Northeast Frontier Railway, one on 18-2-1967 resulting in derailment of a light engine between Kharikatia and Mariani and another on 2-3-67 resulting in derailment of a search-light special patrol train between Tita-bar and Kharikatia causing death of one Rakshak and injuries to five Rakshaks of escort party, night running (i.e. between 17.30 hours and 4.30 hours) of passenger trains has been suspended from 18-3-1967 between Lumding and Sapkehati only (and not between Lumding and Dibrugarh Town) in the interest of safety of passengers.