

अप्रवाल ने बतलाया था कि उनको टाक एवं तार विभाग के पद की अवधि में, टाटा समूह को उपरोक्त कम्पनी के साथ कोई व्यवहार न थे।

(घ) श्री अप्रवाल 7 जुलाई, 1963 को 55 वर्ष की आयु के हो गये। चूंकि श्री अप्रवाल को आयुक्त रूप से कोई हानि न थी, अतः उन्होंने उन्होंने सरकार से, 31-3-1964 से पद-मुक्ति होने की अनुमति चाही व प्राप्त की। इसके पश्चात् उन्होंने, मेसर्स टाटा हाइड्रो इलेक्ट्रिक एजेन्सीज लिमिटेड, बम्बई, से नियुक्ति प्राप्त करने की अनुमति के लिए सरकार को अभिगमन किया। सरकार ने, इस प्रकार की अनुमति प्रदान करने के लिए, सम्बन्धित मान-दण्डों पर आवश्यक विचार करने के पश्चात्, इस कम्पनी से नियुक्ति प्राप्त करने को अनुमति दे दी।

(ङ०) श्री अप्रवाल, टाटा हाइड्रो इलेक्ट्रिक एजेन्सीज लिमिटेड में 1-1-1965 से निम्न-लिखित पारिश्रमिक पर सेवा कर रहे हैं :—

मूल वेतन : 4500-250-5500 रु०
प्र० श० (वर्तमान वेतन
5250 रु० है)

भाड़ा साहाय्य : यदि भाड़ा मूल वेतन के 15 प्रतिशत से अधिक दिया गया है, तो कम्पनी को वेतन के 15 प्रतिशत तक ही देना पड़ेगा।

मनोरंजन भत्ते : 3500 रु० प्रति वर्ष

कार भत्ता : 4300 रु० प्रति वर्ष

कम्पनी को एक स्वयं को कार, बिना ड्रायवर के दी जायेगी।

सांभल एवं अन्य सुविधायें, जैसी प्रयोज्य हों।

उपरोक्त के अतिरिक्त, श्री अप्रवाल को उनके द्वारा माग ली गई बोर्ड को प्रत्येक बैठक के लिए 250 रु० का बैठक शुल्क भी दिया जाता है।

Uneconomic Railway Lines

278. SHRI MANIBHAI J. PATEL ;
SHRI N.R. LASKAR ;
SHRI SRADHAKAR SUPAKAR :
SHRIMATI ILA
PALCHOUDHURI ;
SHRI MAYAVAN ;
SHRI SAMINATHAN ;
SHRI DHANDAPANI ;
SHRI CHENGALRAYA NAIDU ;
SHRI NARAYANAN ;
SHRI A. SREEDHARAN ;
SHRI MANGALATHUMADAM ;
SHRI D. N. PATODIA ;

Will the Minister of RAILWAYS be pleased to state :

(a) whether the official Committee has finalised its study regarding uneconomic rail lines;

(b) if so, what are its main findings;

(c) the remedial steps suggested; and

(d) whether any such lines are proposed to be closed and, if so, the names of those lines and reasons why they could not be improved ?

THE MINISTER OF RAILWAYS
(SHRI NANDA) : (a) Yes, Sir.

(b) (i) The method of evaluation of the viability of branch lines requires to be changed.

(ii) The postponement of proper maintenance and replacement of stock have themselves resulted in deterioration of service and loss of revenue, in some cases.

(iii) State Governments should take an active part in ensuring better rail-road co-ordination.

(iv) There is a possibility of the viability of the lines improving by conversion to broader gauge and extension of some of the lines.

(c) The Committee has made the following suggestions :—

1. Surveys to be conducted for conversion to broader gauges :

- (i) *Pachora-Jamner* : Conversion to B.G., with extension to Botwad.
- (ii) *Shantipur-Nabadwipghat* : Conversion of Shantipur to Krishnanagar to B. G. with closing down of Nabadwipghat-Krishnanagar City branch.
- (iii) *Bangalore City-Bangarapet* : Conversion to M. G. with a link between Srinivasapuri and Madanapalle Road.
- (iv) *Kurduwadi-Pandharpur* : Conversion to B.G.
- (v) *Kurduwadi to Latur section* : Conversion to B.G. with extension to Latur Road.
- (vi) *Ralpur-Dhamtari* : Conversion to B.G.
- (vii) *Rupsa to Talband* : Conversion to B. G. with a link between Rajaluka and Kokpara or Budamara and Chakulia.
- (viii) *Satpura Railway* : Conversion of the northern section to B.G.
- (ix) *Chota Udaipur Pratapnagar along with Chuchapura-Tankhala Branch* : Conversion to B.G.
- (x) *Billimora to Waghal* : Conversion to B.G.
- (xi) *Bhavanagar-Talaja-Mahuva* : Conversion to M. G.
- (xii) *Purulia-Kotshila* : Conversion to B.G.

2. Surveys to be conducted for extension of certain lines :

- (i) Dholpur-Tantpur to B and Baretta (N.G.)
- (ii) Bhaktiarpur-Rajgir to Nawadah (B.G.)
- (iii) Rohtak-Gohana to Panipat (B.G.)
- (iv) Barhan-Etah to Kasganj and Agra (B.G.)
- (v) Akbarpur-Tanda to Tanda Town (B.G.)
- (vi) Rangapara North-Tezpur to Bhumraguri (M.G.)
- (vii) Sagara-Talaguppa to Honavar (M.G.)
- (viii) Nanjangud - Chamrajanagar to Satyamangalam and Coimbatore (M.G.)
- (ix) Chickajur-Chitradrug to Rayadrug (M.G.)
- (x) Botad-Jasdan to Rajkot (M.G.)
- (xi) Sanganer-town-Toda Raisingh to Bundi (M.G.)

3. Rehabilitation of the track and rolling stock on almost all the lines.

4. Introduction of diesel car units on the following sections :

- (i) Dholpur-Tantpur-Sirmuttra
- (ii) Pachora-Jamner
- (iii) Shantipur-Nabadwipghat
- (iv) Barhan-Etah
- (v) Bangalore City to Bangarapet
- (vi) Chickajur-Chitradrug
- (vii) Mayuram-Tranquebar
- (viii) Perlam-Karaika
- (ix) Villupuram-Pondicherry
- (x) Purulia-Kotshila

- (xi) Godhara-Lunavada
 (xii) Champaner-Pani Mines
 (xiii) Joravarnagar-Sayla
 (xiv) Morvi-Ghantila
 (xv) Piplod-Devgadbaria
 (xvi) Ujjain-Agar
 (xvii) Pradhi Road-Kodinar
5. Closing down of the following sections for goods traffic and improving the coaching services :
- (i) Shantipur-Nabadwipghat
 (ii) Chickajur-Chitradrug
 (iii) Bangalore-City-Kolar
 (iv) Nadiad-Kapadvanj
 (v) Champaner-Pani Mines
 (vi) Godhara-Lunavada
 (vii) Joravarnagar-Sayla
 (viii) Piplod-Devgadbaria
 (ix) Ujjain-Agra
 (x) Prachi Road-Kodinar
 (xi) Ningala-Gadhada-Swami Narayan
 (xii) Fatehpur-Shekhwati-Churu
 (xiii) Nadiad-Bhadran
 (xiv) Morvi-Ghantila
6. Organising road services for carrying goods over the Mettupalayam-Ootacamund and Darjeeling-Himalayan sections.
7. *General* : (i) Improvement of the speed of train services.
 (ii) Intensifying ticket checking arrangements.
 (iii) Establishment of co-ordinating Committees of State Governments and Railways.

(d) The announcement made by the Minister of Railways precluded the consideration of closing down any line. Never the less, the Committee have remarked that in respect of the Lataguri-Ramshai line, of 9 Kms. on the Northeast Frontier Railway, there is no possibility of any improvement.

Teleprinter service at Trivandrum Railway Station

279. SHRI C. K. CHAKRAPANI :
 SHRI A. K. GOPALAN :
 SHRI K. ANIRUDHAN :
 SHRIMATI SUSEELA GOPALAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government will consider to establish a Teleprinter service at Trivandrum Railway station for avoiding the delay in getting information with regard to reservations;

(b) if so, when; and

(c) if not, the reason therefor ?

THE MINISTER OF RAILWAYS (SHRI NANDA) : (a) Yes.

(b) In about a year's time.

(c) Does not arise.

Supply of Equipment of Heavy Engineering Corporation to Bokaro Steel Plant

280. SHRI BENI SHANKER SHARMA :
 SHRI SITARAM KESRI :

Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the Chairman of the Bokaro Steel Plant has rejected the supply of about 100 tons of equipment supplied to them by the Heavy Engineering Corporation Ranchi;

(b) if so, the reasons for such rejected and the loss incurred by the heavy Engi-