

(ii) INSTALLATION OF AUTO-TELEPHONE EXCHANGE AT SAVARKUNDLA.

SHRI NAVIN RAVANI (Amreli) : The building for the Auto-Exchange at Savarkundla is ready since two months. The equipment for the proposed Auto-Exchange has already been received at Ahmadabad. But for reasons not known, the execution of installation of work of Auto Exchange at Savarkundla has not yet been taken in hand. Due to this lay the public face a lot of difficulties with the present manual exchange. Moreover, pending demands for new telephone, connections cannot be met as the capacity of the local exchange is exhausted.

The trunk call traffic from Savarkundla to Bombay, Surat, Baroda, Rajkot, Amreli is badly delayed or cancelled as there are no direct stable channels to the above stations. At the time of commissioning of wideband Microwave system on Rajkot—Amreli—Bhavangar route and Bhavanagar—Ahmedabad route, the following new circuits be allotted to Savarkundla :

- (1) Savarkundla—Rajkot—dialing circuits.
- (2) Savarkundla—Amreli—No delay and dialing circuits.
- (3) Savarkundla — Bombay—dialing circuits.
- (4) Savarkundla—Surat—dialling circuits.
- (5) Savarkundla — Baroda — dialing circuits.

(iii) FUNDS FOR A BROAD-GAUGE LINE FROM KULTIPURAM TO TRICHUR VIA GURUVAYOOR

SHRI V. S. VIJAYARAGHAVAN (Palghat) : The demand for a broad gauge line from Kuttippuram to Trichur via Guruvayoor is a long standing one. The above demand was raised taking also into account the requirements of thousands of devotees who visit the famous Srikrishna temple at Guruvayoor. Considering this,

the Central Government had carried out a survey of this line. However, no amount has so far been provided in the budget for its construction. Thus, a long standing dream of the people of this area for this line has not been fulfilled.

Guruvayoor is one of the major pilgrim centres in the South and a large number of devotees from different parts of the country come and offer worship in this temple. So, a railway line in this area would no doubt be a profitable one. Besides, it would promote the overall economic development of the State.

Therefore, I would request the Government to make necessary allocation in the next budget and start the construction of this line without any further delay.

(iv) NEED TO CONSTITUTE A JOINT CONTROL BOARD OF RAJASTHAN AND MADHYA PRADESH TO CONTROL THE JOINT HYDRO-ELECTRIC/IRRIGATION PROJECT.

श्री कालीचरण शर्मा (भिड) : सभापति महोदय, गांधी सागर बांध का निर्माण मध्य-प्रदेश व राजस्थान के संयुक्त प्रयासों से वर्ष 1961 में किया गया। इस योजना से दोनों राज्यों में 2,22 लाख हेक्टर भूमि की सिंचाई तथा 23,000 किलोवाट विद्युत उत्पादन की क्षमता वाली 5 इकाइयां लगाई गई हैं। योजना में संग्रहित जल 3.2 मिलियन एकड़ फुट का बराबर-बराबर हिस्सा मध्यप्रदेश एवं राजस्थान को मिलना निश्चित हुआ था।

मध्यप्रदेश को राणा प्रताप एटामिक पावर प्लांट द्वारा उत्पादित विद्युत का कोई हिस्सा प्राप्त नहीं होता है।

चम्बल नियंत्रण मण्डल के संविधान के अनुसार सिंचाई के अतिरिक्त प्राप्त राजस्व को दोनों राज्यों में अर्थात् मध्य प्रदेश व राजस्थान ]