

बलता रहता है, जिस के परिणामस्वरूप काफी अधिक पैसा खर्च होता है। पैसा अधिक खर्च न हो तथा निर्धारित समय में काम पूरा हो जाये, अधिक समय न लगे, क्या सरकार ने ऐसी कोई नीति बनाई है ?

श्री मुहम्मद शाफी कुरेशी : कोशिश तो यही की जाती है कि काम को बक्त के अन्दर खत्म किया जाये। लेकिन जहाँ पर कोई कुदरती हादसा हो जाये, जैसे उड़ीसा में साइक्लोन का तूफान आग, जिस की वजह से रकावट पड़

गई। करना कोशिश यही की जाती है कि काम बक्त से सरम हो।

Electrification of Indian Railways

*347. SHRI NIHAR LASKAR: Will the Minister of RAILWAYS be pleased to state the broad outlines of the schemes for electrification of Railway routes during 1972-73 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAY (SHRI MOHD. SHAFI QURESHI): A statment is laid on he Table of the House.

STATEMENT

The board outlines of the schemes for the electaification of railway routes during 1972-73 are as follows:

Name of electrification Scheme	Route Kms	Track Kms.	Approx. cost (in crores)
1. Virar-Sabarmati This will link Bombay with Ahmedabad on electric traction.	437	1130	Rs. 32.06
2. Panskura-Haldia This is to serve Haldia Port.	69	114	Rs. 2.40
3. Kirandul-Waltair This is for moving iron ore from Bailadilla area to Vishakhapatnam Port for export of iron ore.	471	620	Rs. 19.05
4. Tundla-Delhi This will complete verification of trunk route from Howrah to Delhi via Grand Chord, Allahabad and Aligarh.	269	730	Rs. 19.72
4. Madras-Vijayawada This is part of Madras-Howrah and Madras-Delhi trunk routes.	433 1679	1125 3719	Rs. 31.03

It is exported that Amedabad-Baroda section, forming part of Virar-Sabarmati Electrification Scheme and comprising 102 Route Kms. out of a total of 437, would be energised during 1972-73.

SHRI NIHAR LASKAR : I think all the projects mentioned in the statement are continuing projects. If so, I would like to know whether there is any likelihood of completion of any of these projects during 1972-73.

no project will be fully completed during 1972-73.

SHRI NIHAR LASKAR : How long will it take to complete the Delhi-Tundla line ?

SHRI MOHD. SHAFI QURESHI : These are all continuing projects. Though some work would be done during 1972-73,

SHRI MOHD. SHAFI QURESHI : That line will be completed by 1973-76.

SHRI NIHAR LASKAR : Is there any scheme to connect by electric tram main routes like Calcutta-Bombay and Bombay-Delhi ?

SHRI MOHD. SHAFI QURESHI : There is no such scheme at present.

SHRI NAWAL KISHORE SINHA : What prevents the Ministry from electrifying or dieselising the Howrah-Delhi route *via* Patna in the near future ?

SHRI MOHD. SHAFI QURESHI : It is mainly economic feasibility which prompted us to take this line and not the line which the hon. Member is referring to.

SHRI R. P. ULAGANAMBI : There was a proposal to electrify the route from Madras to Arkonam. It is a demand pending for a long time. May I know whether it is included for the year 1972-73 and, if not; when it will be taken up ?

SHRI MOHD. SHAFI QURESHI : For the time being, only Madras-Vijayawada section is included. This would cost about Rs. 31 crores. The line which the hon. Member has mentioned cannot be taken up at this stage.

SHRI R. P. ULAGANAMBI : If it will not be taken up in 1972-73, when will it be taken up ? Because, the Minister has assured us on the floor of the House that it will be taken up. It is a long-standing demand.

SHRI MOHD. SHAFI QURESHI : This process of electrification is a continuing process. Whenever the financial resources and economic feasibility of the area warrant such an electrification programme. It will certainly be taken into consideration.

SHRI K. SURYANARAYANA : The central execution office for the Madras-Vijayawada section is located at Madras and for the speedy execution of the work the Members of Parliament have represented to Government to locate this execution office in Vijayawada. Has the Government approved that or not; have they agreed to the proposal made by Members of Parliament to locate this office for the speedy execution of the Madras-Vijayawada work

at Vijayawada, which is centrally located for the Madras-Howrah line ?

SHRI MOHD. SHAFI QURESHI : It is with this view in mind, that it should be speedily executed, that the headquarters are now being located in Vijayawada.

SHRI A. P. SHARMA : May I know whether there will be any reduction in the running time of mail and express trains after the completion of the Howrah-Delhi main route ?

SHRI MOHD. SHAFI QURESHI : Yes, Sir; there will be some reduction in the running time.

Farakka Barrage causing Obstruction in the flow of River Ganga

*348. **SHRI N. E. HORO :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Farakka Barrage has been causing obstruction in the flow of the river Ganga which in turn causes floods in Bihar area; and

(b) if so, whether Government propose to undertake a detailed study of the problem ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). The Farakka Barrage is only a diversion structure. During floods all its gates are kept open and as such it does not obstruct the flow.

SHRI N. E. HORO : The Farakka Barrage is far down the Ganges and there seems to be a constructional defect in it. It causes annual floods in Bihar. Therefore, will the hon. Minister get it examined by the Central Water and Power Commission so that the floods are controlled ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : As my colleague has said, the Farakka Barrage does not cause any kind of obstruction or floods in Bihar and also in Bengal. Anyway, the operation of this will come under