

(M) The cost of canals (Rs. 575.30 lakhs) is apportioned in the same ratio as in (j) above.

(iv) The cost of power component (Rs. 21.30 lakhs) is also apportioned in the same ratio as in (j) above. No part of the cost of Head Works is allocated to power since very small quantum of Hydro-Power is proposed to be generated.

The project is expected to be completed in the Fifth Plan. The outlays on the projects will be provided from year to year within the Annual Plan programmes for the respective administrations as finalised by Planning Commission.

**SHRI P. M. MEHTA :** What is the proposed site for location of the dam, what is its height and the width of the foundation, what is the total submerged area and on what principle have the height and width been fixed ?

**THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) :** I am sorry I do not have figure of the width of the dam or the submerged area. But the height and the width are fixed according to the capacity required. Here it is for irrigation of 1.15 lakhs acres and daily supply of 58 million gallons of water. So we have an estimate of the amount of water required for storing. This is the consideration on which these details are fixed.

**SHRI P. M. MEHTA :** What was the original proposal for this project forwarded by the Government of Gujarat to the Union Government and whether it has been accepted *in toto* or has been modified ? If modified, to what extent modified ?

**DR. K. L. RAO :** There has been no modification. The project as submitted was examined in consultation with the Union Territory and accepted and approved

Names of Railway projects for conversion in States of Mysore and Andhra Pradesh

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\*1003. SHRID B CHANDRA GOWDA :  
SHRI DHARAMRAO AFJAL-

PURKAR :

Will the Minister of RAILWAYS be pleased to state.

(a) the names of the Railway Conversion

projects which are in hand at present in the States of Mysore and Andhra Pradesh; and

(b) the names of the approved conversion projects in the State of Mysore ?

**THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) :** (a) and (b) Conversion of the Guntakal-Bangalore MG section to B. G., part of which falls in Mysore State. The work on this project is already in progress.

**SHRI D. B. CHANDRA GOWDA :** The railways have drawn a perspective plan for the conversion of about 3,200 km. of metre gauge into broad gauge at a cost of Rs. 230 crores. May I know from the hon Minister, for the rapid industrial development, particularly of the Rayalaseema area and parts of Mysore, whether he would consider the conversion of Guntakal-Secunderabad line, or, whether he would consider the taking up of this line immediately ?

**SHRI L. N. MISHRA :** This question was about this particular section from Guntakal to Bangalore, and I said that this is under progress. It is 280 km. long and it will be completed in about three and a half years and it would cost us about Rs. 17 crores. About the new suggestion, I cannot say anything at this stage. I have already said in my budget speech the new proposals that we have under consideration and the new proposals that have been sanctioned. If that particular project finds a place there, then alone that can be taken up. We have a perspective planning for 15 to 20 years and 3,200 km. of railway lines have to be converted from metre gauge to broad gauge.

**SHRI D. B. CHANDRA GOWDA :** My question was very specific about the conversion of metre gauge into broad gauge. In view of the fact that Bangalore being the capital of the Mysore State and Mangalore being a harbour, there is no link between Mangalore and Bangalore. The Hassan line is now under construction. Plans have been formulated for constructing broad gauge lines, and in that context, we were given

to understand that metre gauge lines would be converted into broad gauge. This is a metre gauge line. So, I would like to know from the hon. Minister whether, in this process of construction of the railway line itself, he would consider to have it as a broad gauge one.

**SHRI L. N. MISHRA :** I have gone through the proposals that have been made, and I do not find that section in our list.

**SHRI DHARAMRAO AFZALPURKAR :** The statement given by the hon. Minister is only about Mysore. The question pertains to Mysore and Andhra. Which are the projects, regarding the conversion, that have been taken up in Andhra Pradesh? Particularly, I want to know whether it is a fact that the Government have sanctioned some of the railway lines for conversion from metre gauge to broad gauge, that is Belgaum to Bangalore, Guntakal to Hyderabad, Hubli to Guntakal, Sholapur to Hubli, and Hasan to Mangalore, and one narrow gauge line, Chickballapur to Bangalore.

**SHRI L. N. MISHRA :** About this line connecting Andhra and Mysore States, I have studied it already. We have sanctioned for Andhra some surveys; the surveys have started. As regards the others, I have no information at this stage, and most probably we are not going to take up any new line.

**SHRI P. VENKATASUBBAIAH :** May I know from the hon. Minister—as the conversion of metre gauge into broad gauge from Guntakal to Bangalore is part of the programme of linking two State capitals with broad gauge—Bangalore to Secunderabad whether any representation has been received from some MPs that the other portion is also completed, namely, the conversion of metre gauge into broad gauge from Guntakal to Secunderabad, linking the two State capital with broad gauge? That is one thing.

Another thing is the conversion of Dronachellam to Guntur metre gauge into broad gauge. These two are in the backward areas of Rayalaseema and so, may I know whether the hon. Minister has given considerable thought to this aspect, namely, this line is designed to connect two State capitals with broad gauge?

**SHRI L. N. MISHRA :** I have stated earlier that the Guntakal-Bangalore line is in progress. About the other lines, there are 10 projects that we have under the perspective planning, and in that, it does not figure. Again, in the five lines that are being taken up, there also, it does not figure. Planning is a continuing process and in view of the importance of the subject, I will try to look into it.

**SHRI P. VENKATASUBBAIAH :** It is conversion of metre gauge into broad gauge, and it is part of the programme of connecting two State capitals with broad gauge. One portion has already been taken up by the hon. Minister.

**SHRI L. N. MISHRA :** There are many capitals where one portion is covered by broad gauge and the other by metre gauge. There are other States also like that. Even Allahabad has got like that; Banaras has got like that. We have limited ourselves to an additional amount of about Rs. 230 crores in the fifth Plan and we have to make allotments out of the Rs. 230 crores or so. I have written to the Planning Commission for the increased allotment. If we get more allotment, we shall take up new lines. There is hardly any difference between conversion and new lines in the matter of costs.

**SHRI P. VENKATASUBBAIAH :** His predecessor Hanumanathaiya made a commitment in this House that this would be taken up.... (Interruptions)

**SHRI S. B. GIRI :** While answering an earlier supplementary, the hon. Minister said that metre-gauge to broad-gauge conversions and some new lines had been sanctioned for Andhra Pradesh. Which are those new lines?

**SHRI L. N. MISHRA :** I had mentioned that survey work had been sanctioned for some new lines.

**SHRI S. B. GIRI :** What are those lines? I want the names. Bibinagar-Nadikudi?

**MR. SPEAKER :** The question is about projects which are in hand at present in the States of Mysore and Andhra Pradesh and the names of approved conversion projects in the State of Mysore. If you want about survey of future ones, you ask a specific question.

**SHRI S. B. GIRI :** Just now the hon. Minister said that survey was being done for some new lines. I want to know only the names of those lines.

**MR. SPEAKER :** I cannot help if the Minister said so.

**SHRI L. N. MISHRA :** Some surveys have been ordered. I do not have the names now; I should like to have some time.

**SHRI K. LAKKAPPA :** From the answer, the hon. Minister will never respond to the wishes of the people of Mysore and Andhra Pradesh. In Mysore State even the outmoded system of carrying people in narrow gauge prevails from Chickballapur to Mysore. Let alone the conversion of metre gauge into broadgauge, even the narrow gauge system is allowed to prevail. Even the new railway line from Hasan to Mangalore which is under construction is metre-gauge even though the plans envisaged a broadgauge line. Therefore the entire system has to be changed. In the South India States like Andhra Pradesh and Mysore the entire system of conversion of narrow gauge into metre-gauge and metre-gauge into broad gauge should be reviewed by the hon. Minister.,

**MR. SPEAKER :** I am waiting for your question.

**SHRI K. LAKKAPPA :** We are not satisfied with what had been announced in the budget. Therefore, I should like to know from the hon. Minister whether he would review the whole situation in Mysore and Andhra Pradesh, taking into account the conversion of existing gauges and the laying of new lines (Interruptions)

श्री एस० एन० मिश्र : माननीय सदस्य चाहते हैं कि हम रीथिंकिंग करे और रीकंसीडर करे। मैंने बतलाया कि योजना आयोग से जब पैसा मिलेगा तभी कोई नई बात सोची जा सकती है। अभी हमारे हाथ बंधे हुए हैं। हम को दस का कन्वर्जन करना है और पाच नई लाइनों खोलनी हैं। यह पन्द्रह योजनाएं हमारे सामने हैं। इस से आगे हम नहीं जा सकते हैं।

**SHRI ANNASAHIB GOTKHIÑDE :** On the last occasion, when I raised a question with regard to the wretched condition of coal

siding Platform at Miraj Junction and enquired of the Minister as to when it was likely to be reconstructed, I was told in his reply that in view of the likely conversion from Miraj to Bangalore, that matter would not be taken up immediately. But, now, we are told that the matter of conversion from Miraj to Bangalore is not all under consideration. That means that both the things would not be taken up at any time.

So, I want to know whether the question of conversion from Miraj to Belgaum or Bangalore is likely to be taken up or not. If it is to be taken up, may I know when ?

**SHRI L. N. MISHRA :** Sir, to be frank, this was not a question of taking up one section but this is a question of conversion of all sections of the railways. As regards conversion with regard to this particular section, I have not got the information with me. But, as I said, so far as conversion and construction of lines are concerned, I have only got these projects about which I have already stated.

**Reaction of Bihar Government to the New proposal of the Central Government regarding sharing of waters of Sone River among Bihar, M. P. and U. P.**

\*1004. SHRI SUKHDEO PRASAD VERMA :

SHRI M. KATHAMUTHU :

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Central Government's new proposal for the sharing of waters of Sone river among Bihar, Madhya Pradesh and Uttar Pradesh has recently been rejected by the Bihar Government;

(b) if so, the main reasons therefore; and

(c) whether Centre proposes to revise its stand in regard to the Diversion of Sone water ?

**THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BALGOVIND VERMA) :** (a) to (c). A statement is laid on the Table of the House.