

SHRI HANUMANTHAIYA : The point is that we are taking continuous steps. We have to go on pursuing. There is no final solution to these matters.

Conversion of Howrah-Amta Section into Broad Gauge

*490. SHRI JYOTIRMOY BOSU : Will the Minister of RAILWAYS be pleased to state :

(a) whether it has been represented to Government that the Howrah-Amta Section, which was closed down recently, if converted into broad gauge and extended, may provide an alternative route between Howrah and Kharagpur which is considered essential for the smooth running of South Eastern Railway trains; and

(b) if so, the action, if any, taken on the said representation ?

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

(b) The major portion of the alignment of the Howrah-Amta Light Railway is on the District Board Roads. If a Broad Gauge is to be constructed, a different alignment would be essential. An alternative route between Howrah and Kharagpur is not considered necessary from the point of view of the existing rail facilities.

SHRI JYOTIRMOY BOSU : Is it not a fact that it was the opinion of people in the railways that the track between Howrah and Kharagpur was much too overworked and, if so, what steps do the Railways propose to take on that opinion ?

SHRI HANUMANTHAIYA : I have already answered that was not the opinion of the railway administration.

They have given me the information that between Kharagpur and Howrah, there are two lines and three lines track and they will be able to take all the traffic that can be secured.

SHRI JYOTIRMOY BOSU : I regret I am unable to accept this because I was told by very competent persons that the tracks were not enough. Anyway, I do not like to go into that *jagda* now. Would you kindly tell us if in view of the density of population that exists in that area, and also from the point of view of serving the industries, this conversion of the light railway into broad gauge will mean new business for the railways and, at the same time, whether production will go a long way ?

SHRI HANUMANTHAIYA : The hon. Member may be right in his assessment on the situation, but the fact is that we have no money for opening new lines and the proposal, if implemented, would cost Rs. 8 crores to Rs. 9 crores, and there is no money available in the plan expenditure for that purpose. In fact, the hon. Member knows we want the restoration of the cut of Rs. 250 crores, and if that cut is restored we will be able to think about this thing.

SHRI A. P. SHARMA : The Minister has explained the difficulties in converting the narrow gauge line into broad gauge. But is this difficulty only in the case of the Howrah-Amta light railways or in the case of the other light railways also like the Shahdara-Saharanpur line, because, in that case it will altogether a major policy decision. We would like to see that wherever these lines are closed, they should be converted into broad gauge, because perhaps.

MR. SPEAKER : I admire your way of putting it. (*Interrupter*.)

AN HON. MEMBER : What is the answer ?

SHRI HANUMANTHAIYA : I agree with the hon. Member that there are many lines in India which deserve the kind of treatment that the hon. Member suggests. The only question is, its one of availability of funds and priority in the matter of taking up these lines.

श्री ईश्वर चौधरी : क्या रेल मंत्री महोदय बतायेंगे कि राष्ट्रीय महत्व की दिल्ली-हावड़ा ग्रान्ड ट्रंक रोड पर बिहार प्रान्त के गया जिला-न्तर्गत शेरघाटी पुल टूट जाने से सड़क यातायात बिल्कुल बन्द हो गया है जिस की वजह से रेल स्टेशनों पर पर्याप्त मात्रा में भीड़ जमा हो गयी है और यात्रियों को बड़ी कठिनाइयाँ हो रही है। कृपया क्या आप मुगलसराय से धनबाद तक अप और डाउन गाड़ी बढ़ाने जा रहे हैं?

SHRI HANUMANTHAIYA : This is a new question.

श्री ईश्वर चौधरी : सम्भवतः मंत्री महोदय मेरा प्रश्न समझ नहीं पाये, मैं फिर दोहराये देना हूँ। मैं जानना चाहता हूँ कि राष्ट्रीय महत्व के दिल्ली-हावड़ा ग्रान्ड ट्रंक रोड पर गया जिले में शेरघाटी पुल के टूट जाने से सड़क यातायात बन्द है और इस वजह से रेलों पर यात्रियों की काफी भीड़ होने लगी है और गाड़ियाँ कम होने की वजह से यात्रियों को बड़ी कठिनाइयाँ हो रही हैं। इस बात को ध्यान में रखते हुए क्या मंत्री जी मुगलसराय-धनबाद के बीच में अप और डाउन गाड़ियों की व्यवस्था करने जा रहे हैं ताकि यात्रियों को आराम मिले?

अध्यक्ष महोदय : यह सवाल तो हावड़ा-आमता सेक्शन तक महसूस है।

Separation of Judiciary from the executive.

*491. **SHRI S. M. BANERJEE :** Will the Minister of LAW AND JUSTICE be pleased to state :

(a) the steps taken to separate Judiciary from Executive in various States ;

(b) the number of States which have not yet done so and the reason therefor; and

(c) the reaction of the Central Government in this regard.

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI NITIRAJ SINGH CHAUDHARY) : (a) A statement is laid on the Table of the House.

(b) and (c). The Government of Nagaland have expressed their inability to effect separation because of special situation prevailing in that State. The Code of Criminal Procedure is not in force in Nagaland but certain rules made under Section 6 of the scheduled Districts Act, 1874, govern the trial of offenders in the State. All criminal cases, except heinous crimes are settled according to local customary laws. The State Government in the circumstances do not consider it necessary to separate Judiciary from the Executive.

The subject 'Administration of Justice' falls in the State's sphere. It is primarily the responsibility of the State Government to take action for separation of the Judiciary from the Executive in Nagaland.

The Central Government have introduced a Bill in Parliament for the enactment of a new Code of Criminal