

बहुत से छोटे छोटे रेलवे स्टेशन हैं जहाँ पर उनको पकड़ा नहीं जा सकता है क्योंकि वहाँ कई जगहें खुली होती हैं और उस में से वे बाहर निकल जाते हैं। मैं जानना चाहता हूँ कि ऐसे स्टेशनों पर रेलवे मंत्रालय ने क्या प्रबन्ध किया है ?

**अध्यक्ष महोदय :** वे तो बाहर गाड़ियाँ खड़ी करके उतार देते हैं। बाहर कितनी दफा गाड़ियाँ खड़ी होती हैं।

**SHRI T. A. PAI:** It has also been brought to my notice that in some stations in some States it is customary to stop the train by pulling the chains before the train enters the main station and passengers walk away. We are trying to see how best such chain-pulling can be stopped by other means than by law.

**SHRI N. K. P. SALVE:** May I know whether the hon. Minister is aware that the institution of ticketless travel is being perpetrated on account of the blessings of the railway employees. You should be knowing about it; some ticketless travellers get VIP treatment. I want to know whether any action has been taken against people who are responsible for allowing this type of ticketless travel and whether such railway staff had been prosecuted or whether any action had been taken against them.

**SHRI T. A. PAI:** I am not able to give any definite information about railway staff.....

**SHRI N. K. P. SALVE:** I seek your protection. Part (b) speaks about the steps taken by the Government to check ticketless travel. The question is relevant. If he is not ready, he should be asked to be ready with this because it is a relevant question.

**SHRI B. S. BHAURA:** May I know whether the Government are considering any proposal to have a conductor in each third class compartment, as in the first class compartment to check this?

**SHRI T. A. PAI:** Since we are thinking of converting all our trains into vestibule trains; we do not see any purpose in having more railway personnel in the trains which have less accommodation for passengers. In order to prevent one abuse I am afraid the suggestions put forward should not make us incur more expenses.

#### Construction of Iddiki Hydel Project in Kerala

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\*307. **SHRIMATI BHARGAVI  
THANKAPPAN:**

**SHRI RAMACHANDRAN  
KADANNAPPALLI:**

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

(a) the progress made in the construction work of Iddiki Hydel Project in Kerala;

(b) whether the construction work is going according to the schedule; and

(c) if not the reasons for delay and the revised schedule of its completion?

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

#### Statement

(a) The physical progress made in the construction of the major civil work is as follows:—

Sl No	Item	Total Quantity involved	Progress as by the end of September, 1972
1	Idikki Dam (concrete)	4 68 lakhs m <sup>3</sup>	1 32 lakhs m <sup>3</sup>
2	Cheruthoni Dam (concrete)	17 05 " "	6 84 " "
3	Kulamavu (masonry)	4 1 " "	1 76 " "
4	Power tunnel	1998 m	970 m
5	Surge Expansion Chamber	75 6 m	68 m
6	Underground Power House concreting	9170 m <sup>3</sup>	2375 m <sup>3</sup>
7	Tail race tunnel	Excavation completed	

(b) The works are now progressing more or less according to the revised schedule except for the pressure shaft works and the Kulamavu Dam works, which are slightly behind schedule. As per the present schedule of construction the first generating unit is to be commissioned by December 1974, followed by the second and third units at intervals of three months each thereafter.

(c) A delay of 1½ months has recently occurred in the works of the pressure shaft on account of labour trouble and a month's delay in Kulamavu works on account of a stay order in regard to work on some of the quarries. The target of commissioning the first unit by December, 1974 is attainable despite the delays being experienced in the pressure shaft and Kulamavu Dam as the shortfall could be made up in the coming seasons.

**SHRIMATI BHARGAVI THANKAPAN** May I know whether the State Government had asked for financial assistance to expedite the construction work of Iddiki project and, if so, what is the reaction of the Government thereto?

**SHRI B N KUREEL** Iddiki project is a State project. Assistance from the Centre is given as block assistance—loan or aid. There is no provision for giving

assistance for a particular scheme from the Centre but when the project is in a difficult position, some assistance is being given from the Centre. At present, the Iddiki project is going on nicely according to the revised schedule. Of course there has been delay. It was to be commissioned in 1970 but it is now expected to be commissioned in 1974. The delay occurred because initially there was delay in acquisition of land and eviction of encroachers. There was labour trouble also. Now steps have been taken to accelerate the work. A high powered board has been set up under the chairmanship of the Kerala Chief Minister to solve the problems on the spot. To give incentive to labour, the wage was increased from Rs 3.50 to Rs 5.20 per day. These are the steps that have been taken to accelerate it.

**SHRIMATI BHARGAVI THANKAPAN** Is it a fact that there is labour trouble because the legitimate demands and rights of the workers are being denied by the Hindustan Construction Company? If so is there any agreement arrived at so far for meeting their demands?

**MR SPEAKER** I think this does not arise out of this question, but as a concession to the lady member, I keep silent over it. If the minister is ready, he can answer it.

SHRI B. N. KUREEL: I have stated that a high-powered committee will go into these problems.

SHRI RAMACHANDRAN KADANAPPALLI: May I know whether the Government of India is aware of the fact that due to paucity of funds some inevitable payments like customs duty for import of major equipment and payments to contractors are being delayed, with the result there is delay in completing the construction of the project?

SHRI B. N. KUREEL: I am not aware of this fact.

SHRI R. BALAKRISHNA PILLAI: The State Government and the State Electricity Board asked for a provision of Rs 14 crores for 1972-73, but the Central Government allotted only Rs. 11 crores. May I know whether the Central Government will make another fresh allotment of Rs. 3 crores for this year for making payments to contractors and others, so that the work may be completed according to the schedule?

SHRI B. N. KUREEL: Yes; the Kerala Government asked for a special assistance of about Rs 3 crores and that is under consideration.

**Issue of Hill Station concession tickets without restriction**

308 SHRI E. V. VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a suggestion to issue Hill Station concession tickets without restriction of seasons is under the consideration of Government;

(b) whether any decision has been taken on the suggestion, and

(c) if so, the nature thereof?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) No, Sir.

(b) and (c). A suggestion was made by the Tourist Development Council at its meeting held at Goa in October, 1972

that the concessional hill station tickets may be issued without any restriction of the season. This concession has no commercial justification. This suggestion is not acceptable as the Railways are not also enlarging the scope of the concession in the context of the present financial difficulties of the Railways.

श्री ई० वी० विके पाटिल : यह कनेक्शन देने में रेलवे के मामले कौन सी डिफिकल्टी है और अगर यह कनेक्शन दिया जायेगा, तो रेलवे को कितना घाटा होगा ? अगर रेलवे मारा साल रियायती टिकट देगी, तो गर्मी के सीजन में रेलों में रज कम हो जायेगी और बैसजर्ज को फायदा और सुविधा होगी । मैं यह जानना चाहता हूँ कि इस में रेलवे का क्या हर्ज होगा ।

SHRI T. A. PAI: The railways are interested in trying to maximise their income so that the general revenues of the country may be augmented. It can not always agree to the concessions that are increasingly demanded. So far as hill stations are concerned, our view is that during the busy season no concession should be allowed because there is so much of over-crowding on the railways. Also, people are prepared to pay fat hotel bills and so they can pay the full charges. I am afraid that if the concessions are allowed during the off-season there is no guarantee that people will travel. On the other hand, those who travel by habit may be affected. In any case, on certain railways we are prepared to examine it even as a commercial proposition, if the offer of these concessions would augment the revenues of the railways.

श्री ई० वी० विके पाटिल : अगर मारे साल के लिए, रियायती टिकट दिया जायेगा, तो रेलवे को पैसा मिलने की गारंटी हो जायेगी । अगर लोग पूरे साल के लिए पैसा दें, तो इस में रेलवे का क्या नुकसान है ?