

in Waltair district. The output from the mines is approximately 20 wagons a day, and we had been moving enough wagons from that area, to avoid causing any hardship.

**Shri Joachim Alva:** Has the Railway Board received a large number of complaints from the Londa area around Belgaum and North Kanara, in regard to the Londa coal which is known to be one of the best qualities of coal?

**Shri Shahnawaz Khan:** That is an entirely different question. I shall require notice.

**Shri Ranga:** Have Government received any representation in regard to the large-scale unemployment that is caused at the Garividi manganese mines because of these difficulties?

**Shri Shahnawaz Khan:** I would like to submit that the hon. Member is fully aware of the pressure on line capacity particularly on that section. I am afraid we cannot do anything more than that. The obvious solution lies in the development of road traffic and in moving the manganese ore by road. The utmost that we can do is to move about 30 wagons per day, and we are doing that.

#### Assam Rail Link

\*170. { **Shri Raghunath Singh:**  
**Shri Heda:**  
**Shrimati Ila Palchoudhuri:**

Will the Minister of Railways be pleased to state what special measures are being taken to protect Assam Rail Link from the ravages of the monsoon?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** Ever since the construction of the Assam Rail Link, large-scale protection works have been planned and carried out on the link route. Wherever floods and breaches indicated weak bridges or formation, remedial measures were adopted to strengthen them. The Assam Rail Link Stabilisation Committee has submitted its report and

have indicated what further measures are required to strengthen the link. The Report is under consideration. Steps have been taken by posting the necessary staff to maintain this link during the coming monsoon and to formulate detailed schemes for strengthening the route keeping in view the Committee's suggestions.

**Shrimati Ila Palchoudhuri:** May I know whether the report that has been submitted will be placed on the Table of the House soon, and how soon the recommendations contained therein will be implemented, and also whether the course of the line which is very unsuitable is proposed to be changed to a different terrain?

**Shri Shahnawaz Khan:** As I have already submitted, the report is under consideration, and I see no objection to the report being placed on the Table of the House, after it has been considered by the railways.

**Dr. Ram Subhag Singh:** What about the latter part of the question?

**Shri Raghunath Singh:** What about the change in the course of the line?

**Mr. Speaker:** If three or four questions are clubbed together, it will not be possible for the Minister to remember everyone of them.

**Shri Shahnawaz Khan:** May I reply to that question? The committee by a majority of four to two have recommended an alternative route. One of the recommendations is that the present link should be maintained and stabilised. It is also recommended that another alternate route further south should be constructed.

**Shri Heda:** Is it not a fact that practically the story is repeated every year, even though every year we are told that steps are taken to see that ordinary floods do not cause any breaches? Every year the first monsoons cause the breaches.

**Shri Shahnawaz Khan:** I recently returned from a tour of those areas. It is true that floods do cause breaches, but I may submit that it is

a very very difficult area and our engineers are doing a very fine job of work in trying to control the rivers. In many places, they have done very successful and remarkable work.

श्री रघुनाथ सिंह में जानना चाहता हूँ कि जो अल्टर्नेट रूट सजैस्ट की गई है उस में प्रीर जो मौजूदा रूट है, उस के माइलेज में क्या फर्क होगा ?

श्री साहनबाज़ खाँ जो इस की तकनील है वह अभी वर्क प्राउट नहीं की गई है, लेकिन साथ वाला जो नया रूट है, वह गालिबन थोड़ा कम होगा ।

**Shri Barman:** In view of the fact that the Committee has given a definite opinion that it is not possible to ensure absolute stability of the present route, and the majority have suggested an alternate southerly route, may I know whether, in consideration of the difficulties that the eastern region is experiencing, Government are coming to a final decision to obviate the difficulties as early as possible? How long are Government going to brood over this matter?

**Shri Shahnawaz Khan:** The difficulties experienced by the eastern region are well known, and Government fully sympathise with them. But I may submit construction of fairly long lines stretching over hundreds of miles cannot be done very quickly, especially when we are short of funds. We do not have the means. I might add that this route would involve construction of at least three or four major bridges.

**Shri A. C. Guha:** May I know the total expenditure incurred during these years for repair of damages, and also the approximate estimate of cost of the new alignment?

**Shri Shahnawaz Khan.** This year the expenditure has not been very great.

**Shri A. C. Guha:** The total expenditure incurred during all these years for repairs

**Shri Shahnawaz Khan:** I do not have the figures.

**Shri Barman:** Last time, when the link was constructed, the public were not consulted and the opinion of those who consulted was not accepted because it was thought that experts knew better. May I ask whether this time before deciding upon the new alignment of the southerly route, Government will consult local public opinion?

**Shri Shahnawaz Khan:** The construction of railway lines and bridges is a very technical job. We will certainly welcome public co-operation to the extent we need it.

#### Railway Workshop, Jodhpur

\*172. **Shri M. D. Mathur:** Will the Minister of Railways be pleased to state

(a) the strength of labour employed in Jodhpur Railway Workshop, year-wise, from 1951 to 1957 so far;

(b) whether Government have any scheme to extend this workshop, and

(c) if so, how much additional labour it will absorb?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a,

Year (as on)	Strength of labour employed
1-4-1951	1,975
1-4-1952	1,980
1-4-1953	2,030
1-4-1954	2,100
1-4-1955	2,190
1-4-1956	2,460
1-4-1957	2,780

(b) No

(c) Does not arise

**Shri M. D. Mathur:** In view of the fact that there is a shortage of everything in the railways, why should not the Jodhpur Railway Workshop be expanded to meet the demands of the metre gauge railways?