

ultimately, in the two years' time, the cost proved to be too high.

**Dr. Samantsinhar:** Was there any offer earlier to purchase these aircraft by any other country or firm?

**Shri Mohiuddin:** Since 1957 the I.A.C. has been trying to sell these aircraft but has not so far succeeded in doing so.

**Shri Vidya Charan Shukla:** What is the total loss incurred by the Government in this Heron deal, of purchasing aircraft and selling them off without using them?

**Shri Mohiuddin:** I am afraid it is not possible to give a reply to this question, because the loss is part of the total loss of the I.A.C. every year since 1957. The hon. Member may see what was the loss in 1955, 1956, and 1957. But no loss could be allocated to a particular aircraft.

**Mr. Speaker:** The hon. Minister is not in a position to give immediately the loss on this item. If a separate question is put, he will gather the information regarding the loss and give it to the House.

**Shri Vidya Charan Shukla:** This is a question about Heron aircraft. As commercial accounts are maintained in the I.A.C. it should be mentioned item-wise like this and the hon. Minister should be in a position to give a reply to this.

**Mr. Speaker:** He is not in possession of all the facts here. If the hon. Member wants to pursue the matter I will allow a separate question.

**Shrimati Renu Chakravartty:** Which country has bought this aircraft, and which party?

**Shri Mohiuddin:** No, it has been purchased in India.

**Shrimati Renu Chakravartty:** Which is the party?

**Shri Mohiuddin:** The Indian Steel Corporation.

**An Hon. Member:** Only one.

**Shri Hem Barua:** Why should Government make itself a laboratory for experimenting with different types of aircraft that ultimately prove to be not of very much use?

**Shri Mohiuddin:** It sometimes does happen that a purchase which is a commercial purchase may prove a failure. The question has been asked so many times about this, and it has been stated very clearly that it was a mistake, and it has been found to be a mistake.

**Mr. Speaker:** Order, order. He wants to know whether there is any research department attached to this Ministry which goes into this matter in advance of purchase.

**Shri Mohiuddin:** Yes, Sir. It was fully examined and reports from other countries where the aircraft is used were examined and it was recommended by various experts. But, ultimately it was found to be a failure.

**Shri Vidya Charan Shukla:** How many of these aircraft were purchased initially, how many of them have been sold and how many remain in possession of the I.A.C.

**Shri Mohiuddin:** Eight were purchased, one sold and seven are still remaining.

**Shri Hem Barua:** This is not the first time with the Heron type of aircraft. It happened with Skymasters also.

**Shri Mohiuddin:** The Skymaster is a very useful plane and has been giving service very economically and nicely for the last so many years.

**Shri Hem Barua:** But, ultimately it was found that it does not cope with our weather.

#### Conversion of Narrow Gauge Lines into Broad gauge

\*26. **Shrimati Na Palchoudhuri:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the question of conversion of all Narrow

Gauge Lines into Broad gauge in India is under the consideration of the Govt. of India.

(b) whether a final decision has been arrived at; and

(c) if so, details thereof?

**The Deputy Minister of Railways (Shri Shahnawaz Khan):** (a) The question of conversion of the Govt. owned narrow gauge lines into wider gauge or their abolition is under consideration of the Govt.

(b) Not yet.

(c) Does not arise.

**Shrimati Ila Palchoudhuri:** If it is under consideration as the Minister has said, would the lines that are very near places that have already been electrified—up to Ranaghat, electrification is supposed to come—would the Shantipur narrow gauge line be considered for making into broad gauge in the near future?

**Shri Shahnawaz Khan:** It all depends on the other means of communication available in that particular area. Each individual case is considered on merits.

**Shrimati Ila Palchoudhuri:** The hon. Minister has just now said that it would depend on the other means of communication. The communication up to Nawadwip ghat is too narrow for the amount of traffic and goods traffic that is already there in that area. Would this line have some priority when things are considered?

**Mr. Speaker:** They are suggestions for action.

**Dr. M. S. Aney:** May I know whether the line from Nagpur to Umredi is going to be converted into broad gauge or is it going to be an independent parallel broad gauge line?

**Mr. Speaker:** Are we going into these details? How many miles of narrow gauge are there in the country?

**Shri Shahnawaz Khan:** 3180 miles.

**Mr. Speaker:** Shall I go on allowing 3000 questions?

**Dr. M. S. Aney:** This particular section. I read in the papers.

**Mr. Speaker:** If the hon. Minister has the information, he may answer.

**Shri Shahnawaz Khan:** No decision has been taken yet.

**Shri Muhammed Elias:** May I know whether the enquiry committee which conducted an enquiry into the conditions of the Howrah Amta and Howrah Siakhala Light Railways for nationalisation has completed its enquiry and submitted any report to Government?

**Shri Shahnawaz Khan:** I should require separate notice.

**Mr. Speaker:** I am not going to allow questions on details. This is a general question whether there is a proposal to convert narrow gauge into metre gauge and the answer is that the matter is under consideration. I am not going to allow hon. Members to split it up and take up 100 miles or 50 miles of railway lines. Next question. A general supplementary question.

डा० गोविन्द दास : मैं एक जनरल क्वेश्चन पूछना चाहता हूँ कि नैरो गेज की जितनी भी लाइनें हैं उन सब पर इकट्ठा विचार किया जा रहा है या पहले कुछ खास लाइनें ली जायेंगी और उन के बाद दूसरी ली जायेंगी। इस सम्बन्ध में क्या विचार हो रहा है ?

रेलवे मंत्री (श्री जगजीवन राम) : इसमें दो तीन तरह की लाइनें हैं। कुछ तो ऐसी नैरो गेज लाइनें हैं जो हिल रेलवेज हैं। उन के गेज को बदलने का सवाल पैदा नहीं होता। वहां तो उन्हीं को चलाना होगा। इस के अलावा कुछ लाइनें ऐसी भी हैं जिन का माइलेज बहुत छोटा है और वहां पर सम्भव है कि रोड ट्रांजपोर्ट ज्यादा बढ़ गया हो। अगर वहां रेलवे के चलाने की जरूरत नहीं हुई

तो सम्भव है वह रेलवे खत्म हो ही जायें । इस के बाद कुछ ऐसी रेलवेज हैं जहां पर ट्रैफिक इतना ज्यादा बढ़ गया है कि वहां पर संभव है उन से काम चलने वाला न हो । वहां पर उस को बदलने की बात सोची जायेगी तब विचार किया जायेगा कि उस को मीटर गेज किया जाये या ब्राड गेज किया जाये । इसलिये सभी रेलवेज पर कोई एक निर्णय सम्भव नहीं है । वह तो हर एक के ऊपर अलग-अलग विचार कर के ही किया जा सकता है ।

**Shri Kalika Singh:** May I know the total length of narrow gauge lines which have been converted already into broad gauge?

**Mr. Speaker:** Has he got the information?

**Shri Jagjivan Ram:** No. Separate notice.

#### Murder in Running Train near Hazaribagh

\*27. **Shri P. G. Deb:** Will the Minister of Railways be pleased to state:

(a) whether four persons were murdered between Kodarma and Hazaribagh stations in a running train on the 3rd January 1962; and

(b) if so, the details thereof?

**The Deputy Minister of Railways (Shri S. V. Ramaswamy):** (a) and (b). Yes, Sir. The incident, however, occurred on the night between December 29 and 30, 1961. A statement giving the details is laid on the Table of the House.

#### STATEMENT

It was in the morning of 30-12-61, that the Guard of a train reported at Parasnath Railway station, that while his train was passing between Nimiaghat and Parasnath, he had noticed two dead bodies lying near the track. Simultaneously, another information from Hazaribagh Road

was received by the Controller at Dhanbad that in between Hirodih and Sarmatand stations one male person was found lying dead besides the track and an injured man was lying nearby in an unconscious state. The injured man was carried to Hazaribagh for immediate medical help. Government Railway Police were immediately informed and bodies of 4 persons were picked up:

(i) one male and one female found between Nimiaghat & Parasnath stations;

(ii) one male and one female found between Sarmatand and Hirodih Stations.

The injured man who was originally admitted in Hazaribagh hospital in an unconscious state, was subsequently shifted to a hospital in Calcutta for better treatment. He is reported to be progressing slowly.

As a result of vigorous police investigation, a gang of dangerous criminals responsible for this incident has been unearthed and a few members thereof have so far been apprehended.

**Shri P. G. Deb:** May I know why armed police are not stationed in important running trains in this country as is seen now?

**Shri S. V. Ramaswamy:** That would be a very costly proposition. But, so far as this is concerned, after this incident, all night trains in Bihar are being escorted now.

**Shri Sadhan Gupta:** It appeared in press reports that one of the dead persons who had not died at that time, was refused to be carried by the guard of the goods train and if he had been carried, his life might have been saved. Has the Government verified that report? What is the truth?

**Shri S. V. Ramaswamy:** No. That information is wrong. Four persons died and one was injured. He was carried to the hospital.