

handgrenades and mortars having been used has been verified?

Shri Jawaharlal Nehru: I believe that some mortars were used. It is rather difficult to say what all weapons were used, but it is possible that automatic weapons were used.

Shri S. N. Das: May I know, Sir, whether the strength of the Pakistani Police that took part in this firing has been estimated or ascertained?

Shri Jawaharlal Nehru: No, Sir, I do not know exactly the strength on either side. They are the normal border police on both sides.

Shri A. N. Vidyalkar: Does the Prime Minister mean to convey that the firing was confined only to uninhabited areas?

Shri Jawaharlal Nehru: I stated that the firing, so far as we know, was not directed to any inhabited area. It is a possibility that some stray bullets might have gone elsewhere.

Shri V. G. Deshpande: What steps do Government propose to take to deal with this kind of attitude on the part of the Pakistan Government? Do they propose to take a firmer attitude or just to make a statement that Pakistan is doing these things?

Mr. Speaker: Order, order. I do not think that question arises from the statement made.

Shri Gidwani: What about my Adjournment Motion, Sir?

Mr. Speaker: I was just going to decide that and say that, in view of the statement, there is no occasion practically to discuss any further any Adjournment Motion. I was going to say that, but in the meanwhile Mr. Deshpande put in a question.

पंक्ति अल्लू राय शास्त्री : क्या मैं एक प्रश्न पूछ सकता हूँ ?

अध्यक्ष महोदय : देखिये आप तो लेट हो गये हैं। दूसरी बात यह है कि हमारे यहाँ का यह नियम है कि जब कोई बड़ा स्टेट में होता है तो पूरक प्रश्न नहीं पूछे जाते।

पंक्ति अल्लू राय शास्त्री : इसी क्वाल से मैं लेट हो गया था।

अध्यक्ष महोदय : तो आप जानते थे। फर भी आपने प्रश्न करने की अनुमति चाही।
253 P.S.D.

WRITTEN ANSWERS TO QUESTIONS

PORTS IN KUTCH

*180. **Shri C. R. Iyyann:** Will the Minister of Transport be pleased to state:

(a) how much money has been allotted for the development of ports in Kutch;

(b) how much has been spent on each; and

(c) how much remain to be spent?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Apart from the provision of Rs. 12.95 crores for the development of Kandla Port, in Kutch, the Five Year Plan includes a provision of Rs. 13.4 lakhs for improvements to the minor ports in Kutch.

(b) Upto end of 1951-52, Rs. 1.45 crores had been spent on Kandla Port and Rs. 1.09 lakhs on the minor ports.

(c) Rs. 11.5 crores on Kandla and Rs. 12.31 lakhs on the minor ports.

COCHIN HARBOUR

*181. **Shri C. R. Iyyann:** Will the Minister of Transport be pleased to state:

(a) whether any amount has been spent for the development of the Cochin Harbour in 1950-51, 1951-52 and 1952-53; and

(b) whether it is a fact that considerable difficulties are experienced there for want of sufficient wharfing accommodation when shipping is heavy?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes. Rs. 8.90 lakhs was spent during 1950-51 and Rs. 26.10 lakhs during 1951-52. A sum of Rs. 43.76 lakhs has been provided in the budget for 1952-53.

(b) No.

WAGONS

*192. **Shri Jhulan Saha:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the present shortage of wagons on the Indian Railways partly is due to detentions of wagons at junction stations;

(b) if so, the steps taken to eliminate this detention;

(c) what is the actual number of wagons required to make up the full supply for normal demands based on the working of the last two years; and

(d) what steps are being taken to make up this deficiency?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No.

(b) Does not arise.

(c) Over 20,000 additional wagons.

(d) Best endeavours are being made to obtain more wagons in large numbers within the shortest possible period depending upon our ways and means position and the capacity of many firms not only in India but also abroad to accept and implement the orders.

MIXED TRAINS

*193. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that mixed trains are running on a number of lines;

(b) if so, in what numbers and on what lines;

(c) whether it is a fact that running of these mixed trains, is fraught with risks to the life and property of the passengers; and

(d) if the answer to part (c) above be in the affirmative, the steps taken to remove the risks and make journey on these lines as safe as possible in the circumstances?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, there are mixed trains that is trains consisting of passenger coaches and other coaching vehicles and goods wagons.

(b) In all 784 mixed trains are running on the various railways as shown below:—

Central Railway	95
Eastern Railway	117
Northern Railway	153
North Eastern Railway	85
Southern Railway	92
Western Railway	242
	<hr/>
	784

(c) and (d). No. Apparently the question implies that such mixed

trains as do not have continuous vacuum brake system for the operation of passenger alarm communication are fraught with risks. The position briefly is this. All mixed trains on the Broad Gauge are provided with the necessary gear for the continuity of vacuum brake. On the Metre and Narrow Gauges, however, most of the goods vehicles do not at present have the continuous braking system fitted and when such vehicles are attached between the coaching stock and the locomotive, the coaching stock passenger alarm communication and vacuum brakes cannot be operated. Such trains are, however, provided with devices like the vacuum or steam brake in the engines, which are capable of providing adequate braking power for these trains. Further, the maximum authorised speeds of these trains are comparatively low and the lack of automatic vacuum brake equipment does not present any particular difficulty in controlling those trains.

Arrangements, however, have been made for goods stock to be fitted with the vacuum brake and the work is being carried out to a programme. All the new wagons are so fitted but it may be two or three years before the through braking on all mixed trains can be introduced.

CONSTRUCTION OF NEW METRE GAUGE RAILWAY LINES

*198. **Shri Dabhi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Government propose to construct the metre gauge Railway lines between Sojitra and Dholka (Bombay State), between Bhadrans and Bhaite (Bombay State) and between Chhota Udepur (Bombay State) and Kukshi (Madhya Pradesh);

(b) if the answer to part (a) above be in the affirmative, what progress has been made in this direction;

(c) whether it is a fact that Government had at one time dropped the idea of constructing the Sojitra-Dholka Railway line; and

(d) if the answer to part (c) above be in the affirmative, what are the reasons for the same?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) No.

(b) Does not arise.

(c) Yes.