

(c) whether it is a fact that revised estimates have been submitted, and if so, the additional cost involved and the reasons therefor?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** (a) The overall progress of the bridge part of the structure was 21 per cent upto 30th September, 1955. The progress is satisfactory.

(b) About Rs. 8.81 lakhs upto the end of September 1955.

(c) Yes. The additional cost involved is Rs. 20.51 lakhs. The revised estimate is under examination. In support of the increase in estimated cost, the following reasons have been stated by the Special Chief Engineer, Andhra.

(1) The rates provided for in the original estimate required revision in the light of current schedule of rates in Vijayawada circle.

(2) Lump sum provisions made for certain items were found to be inadequate on further examination, and

(3) certain items not provided for in the sanctioned estimate have to be provided now.

**Shri B. S. Murthy :** May I know whether it is a fact that inadequate supply of raw materials was responsible for not making such progress as was expected?

**Shri Alagesan :** In fact, we come in only for contributing that portion of the cost which relates to the bridge-part of the whole project. This is being handled by the Andhra State P. W. D. I am not aware of the supply position, but as far as we are able to understand, we are told that the progress is satisfactory up-to-date.

**Shri Nanadas :** May I know if the Government has fixed any target date for the completion of the works on this project, and, if so, what is the date?

**Shri Alagesan :** I am not aware of it.

### P. & T. Runners' Lines

\*518. **Shri Bahadur Singh :** Will the Minister of Communications be pleased to state :

(a) the number of runners' lines replaced by motor services during the year from 1st November, 1954 to 1st November, 1955 in different circles in the country; and

(b) the total mileage over which the motor services operated on 1st November, 1955.

**The Deputy Minister of Communications (Shri Raj Bahadur) :** (a) and (b). A statement containing the required information is placed on the Table of the Lok Sabha [See Appendix III, Annexure No. 56].

**Shri Bahadur Singh :** May I know what was the maximum duration of time taken by the runners' lines on any of these routes which have been replaced and what will be the maximum time now taken by the mail service on the same routes?

**Shri Raj Bahadur :** It is expected that during 1956-57, we shall be having as many as 686 lines given to motor and other means of transport.

**Shri Bahadur Singh :** May I know what will be the additional average expenditure on running a mail service for a particular route?

**Shri Raj Bahadur :** It is very difficult to calculate the cost. It sometimes proves economical and sometimes it does not.

**Shri Bahadur Singh :** What is the total mileage that is expected to be covered still in respect of the runners' lines, after the expiry of the next financial year?

**Shri Raj Bahadur :** As I said, in certain cases it might prove to be economical. The objective that we have got in view is not saving of expenditure but speeding up the transit of mails.

**श्रीमती कमलेश्वरिणी शाह :** क्या मैं जान सकती हूँ कि क्या सरकार को यह मालूम है कि जहाँ मोटरों नहीं जा सकती हैं वहाँ इन रनर्स या हरकारों को पैदल जाना पड़ता है और उनको बहुत कठिनाई होती है? क्या इस को ध्यान में रखते हुए सरकार रनर्स की तादाद बढ़ाने का विचार कर रही है?

**श्री राज बहादुर :** रनर्स बहुधा वहीं इस्तेमाल किये जाते हैं जहाँ मेल ले जाने के लिये मोटरों की सुविधा नहीं उपलब्ध होती है। जहाँ मेल ले जाने के लिये मोटर की सुविधा उपलब्ध हो जाती है वहाँ रनर्स के बजाय मोटरों से या बाइसिकिलों से ही उसे ले जाया जाता है।

**श्रीमती कमलेश्वरिणी शाह :** लेकिन ऐसे स्थानों पर जहाँ मोटरों की सुविधा उपलब्ध नहीं है वहाँ एक रनर के बदले में

चार रनर्स की जरूरत है खास कर पहाड़ी इलाकों में, उन स्थानों के लिये क्या सरकार रनर्स की तादाद बढ़ायेगी ?

**श्री राज बहादुर :** किस लाइन पर कितने रनर्स की आवश्यकता है इस पर स्थानीय अधिकारी दृष्टिपात करते हैं और जब जब जहाँ जहाँ जरूरत होती है वैसे ही उन की संख्या भी बढ़ा दी जाती है ।

#### Kazipet-Gudur Railway Line

\*521. **Shri T. B. Vittal Rao :** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 2461 on the 30th September, 1955 and state at what stage is the survey for laying an alternative line between Kazipet and Gudur to relieve the congestion on the present track on this section?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan) :** No decision has yet been taken.

**Shri T. B. Vittal Rao :** We were told in January of this year that this question is under examination. May I know when this protracted consideration will reach the stage of finality?

**Shri Shah Nawaz Khan :** Recently there was a meeting at which all the General Managers were called. The General Manager, Southern Railway, was asked to submit his estimates as soon as possible, but I might tell the hon. Member that there are two proposals under consideration. One is to lay a line from Kazipet to Nellore. The alternative suggestion is to have a line from Bezwada to Gudur. No decision has yet been taken as to which of these lines is to be constructed.

**Shri T. B. Vittal Rao :** The Parliamentary Secretary referred to some estimates. May I know in what connection do those estimates come in?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** There was a survey estimate of the alternative line. There was also the other estimate for doubling the line. As the Parliamentary Secretary just now said, the General Manager has been asked to submit estimates for doubling a length, roughly, of 25 miles and include the scheme in the next year's programme.

**Shri T. B. Vittal Rao :** May I know whether the need for this railway line is recognised on operational grounds, because the line between Kazipet and Bezwada has reached saturation point?

**Shri Shah Nawaz Khan :** The proposed line between Kazipet and Nellore would be 346 miles and the cost of this would be roughly Rs. 27.6 crores. The other line which would mean doubling or rather laying another track between Bezwada and Gudur would be much shorter. It is more than 100 miles shorter. If the duration of time for completion of the work is taken into account, the line from Bezwada to Gudur would be finished in a year and a half earlier than the other, and the cost also would be very much less. It is in the neighbourhood of Rs. 12 crores.

**Shri B. S. Murthy :** Apart from the removal of the bottle-neck at Bezwada, is it not a fact that the Kazipet-Macherla-Gudur line will open up a new line connecting the industrial area at Nandikonda project?

**Shri Shah Nawaz Khan :** That is so, but then the other considerations of time and the urgency of providing transport to cope with the requirements during the second Five Year Plan period are even more pressing.

#### उड्डयन

\*५२२. **श्री एम० एल० द्विवेदी :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत के विभिन्न हवाई प्रदुर्गों पर ग्यारह सर्वे-दिक् प्राकाशवाणी विस्तार यंत्र [धामनी डाइरेक्शनल रेडियों रेंजिस (वी० प्रो० प्रार०)] प्रमरीका किन शर्तों पर लगा रहा है;

(ख) इन यंत्रों के लगाने से उड्डयन में क्या सुविधायें मिलने लगेगी; और

(ग) इन यंत्रों के लगाने, देखभाल करने, और चलाने का खर्चा कौन देश देगा ?

संचार उपमंत्री. (श्री राज बहादुर) :

(क) तथा (ग). भारत-प्रमरीकी प्रौद्योगिक सहकारिता कार्य क्रम (Indo-U.S. Technical Co-operation Programme) के अन्तर्गत प्रमरीका की सरकार बिना किसी मूल्य के यह यंत्रसज्जा दे रही है । इस योजना के अधीन प्राप्त की हुई सब यंत्रसज्जायें भारत सरकार की सम्पत्ति होंगी और उनका खालन एवं संचारण अंतर्राष्ट्रीय नागरिक विमानन संघठन (International Civil Aviation