

**Shri Jagjivan Ram :** Most of our aerodromes are according to standards, where international services are run, but, as laid down in the statement, modernisation is a constant and continuous process and we have always to be in touch with the technological process in the work and try to bring our aerodromes up to the standard.

**Mr. Speaker :** The questions are over. Now, we will take the second round. We will begin from 1948.

#### Newton-Chikli Colliery

\*1948. **Dr. Rama Rao (on behalf of Shri Chattopadhyaya and Shri Kamath) :** Will the Minister of Labour be pleased to state :

(a) whether the Court of Inquiry appointed under Section 48 of Indian Coal Mines Regulations, 1926 to inquire into the conduct of the Manager held responsible for Newton-Chikli Colliery disaster in December, 1954 has submitted its report;

(b) if so, whether Government have considered the same; and

(c) what action has been taken on the Report?

**The Deputy Minister of Labour (Shri Abid Ali) :** (a) No, Sir.

(b) and (c). Do not arise.

**Dr. Rama Rao :** May I know when the report is expected to be submitted?

**Shri Abid Ali :** The matter has been before a law court. The proceedings are almost over and the court was to give judgment and it seems some ban has come I do not know; it does not say clearly that the proceedings should be stopped further. After the ban is removed—maybe by the High Court or some other court—the court will proceed to give judgment.

**Dr. Rama Rao :** May I know whether Government has taken any steps to appeal against that ban?

**Shri Abid Ali :** If necessary, they will certainly do.

#### Doubling of Lines

\*1950. **Shri Sinhasan Singh :** Will the Minister of Railways be pleased to state :

(a) whether Government are contemplating any scheme to facilitate greater number of trains running on the same line by change of signalling system;

(b) the number of lines that are going to be doubled in the Second Five Year Plan and what would be the cost of such doubling per mile;

(c) whether in Japan the new signalling process has helped in doing away the doubling of lines and that also at a comparatively very low cost; and

(d) if so, whether Government propose to experiment this new system?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan) :** (a) Yes, Sir.

(b) 27 Sections are proposed to be doubled or partially doubled. The present average cost of doubling would be about Rs. 7.5 lakhs per mile for a broad gauge and Rs. 3.6 lakhs per mile for metre gauge.

(c) Modern signalling only helps to increase capacity to a limited extent and in Japan advantage of this is taken wherever additional capacity required is small.

(d) The matter is under examination.

**Shri Sinhasan Singh :** May I know whether Government sent delegations to Russia and also to Japan and whether those delegations have reported that by having a central signal system this process can be very well facilitated and more trains can be run without this doubling?

**Mr. Speaker :** Another question was answered recently. The hon. Member was not, probably, here. What was said was that this doubling or converting of lines cannot be dispensed with but the necessity may arise after a period of years and they will have to take it up then.

**Shri Sinhasan Singh :** My question is this. There is a report by government experts who visited Russia that this central signal system can avoid doubling.

**Mr. Speaker :** What was said was that this kind of doubling cannot be avoided permanently. After a period of years the suggestion may start again and they will have to take it up. The hon. Member was not here. That was what was answered.

**Shri Debendra Nath Sarma :** May I know the names of the lines which are to be doubled during the Second Five Year Plan?

**Shri Shah Nawaz Khan :** There is a list of 29 lines.

**Mr. Speaker :** All right; it may be laid on the Table.

**Shri B. S. Murthy :** May I know whether the progress on the Gudur-Bezwa line is not up to the target and if so, the reasons therefor?

**The Minister of Railways and Transport (Shri Lal Bahadur Shastri) :** That is not my impression. But if the hon. Member desires, I can enquire about that.

**Shrimati Renu Chakravartty:** Sir, question No. 1980 may be answered.

**Mr. Speaker:** Are there any other Members present who were not present when their questions were called?

**Shri Kajrolkar:** Question No. 1963, Sir.

**Mr. Speaker:** I will take up Question No. 1980 after 1963.

### Jhansi Workshop

\*1963. { **Shri Kajrolkar:**  
**Shri D. C. Sharma:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a "Self-Improvement Trust" has been set up by Railway workers in the Jhansi Workshop of the Central Railway;

(b) whether it has been sponsored by Government;

(c) if not, whether it has received recognition or encouragement from Government;

(d) whether any tangible results have been shown in the direction of greater efficiency, morale, etc. by the members of the Trust; and

(e) if so, the steps Government propose to take to sponsor or encourage such Trusts in all departments of all the Railways?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) Yes.

(b) Yes.

(c) Do not arise.

(d) and (e). In May 1956, the Railway Administrations were advised by the Railway Board to organise "Self-Improvement Trust" in Workshops, Running Sheds and C&W Depots. It is too early to report on results. The question of introducing such a scheme in other departments on Railways will be considered after experience has been gained with the present scheme.

**Shri Kajrolkar:** Do these 'Trusts' receive any financial aid from Government?

**Shri Shah Nawaz Khan:** No great financial aid is required for starting this scheme. It will be initiated in the existing railway workshops and running sheds and I do not think any very great expenditure is involved. In case there is, the General Managers of the Railways concerned are empowered to meet that expenditure.

### बिजुरी-बरवाडीह लाइन

\*१९६४. **श्री जांगड़े:** क्या रेलवे मंत्री दिनांक १८ मई, १९५६ के तारांकित प्रश्न संख्या २३५६ के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या बिजुरी-बरवाडीह रेलवे लाइन द्वितीय पंच वर्षीय योजना काल में ही तैयार की जायेंगी; और

(ख) उक्त रेलवे लाइन पर १५४ लाख रुपये के व्यय के इन रेल-कार्यों का द्वितीय पंच वर्षीय योजना में क्या उपयोग होगा ?

रेलवे तथा परिवहन मंत्री के सभा सचिव (श्री शाहनवाज खां) : (क) जी, नहीं। दूसरी पंच वर्षीय योजना में सिर्फ बिजुरी से करौंजी के बीच लाइन बनाने का विचार है।

(ख) इस योजना के सिर्फ बरवाडीह-सरनाडीह सेक्शन पर काम हुआ था। इसे इस्तेमाल में लाने का अभी कोई विचार नहीं है।

**श्री जांगड़े:** क्या मैं जान सकता हूँ कि बिजुरी-बरवाडीह लाइन पर द्वितीय पंच वर्षीय योजना काल में १५४ लाख रुपये खर्च होने हैं, तो क्या सरकार के पास ऐसी कोई योजना है कि जो अभी बिजुरी से झिलमिली विश्रामपुर को रेलवे लाइन जाती है उससे इसका सम्पर्क स्थापित किया जायगा ?

रेलवे तथा परिवहन मंत्री (श्री लाल बहादुर शास्त्री) : माननीय सदस्य को इसका इतिहास पूरी तरह मालूम है और वे जानते हैं कि यह लाइन पुराने जमाने में बनी थी और काम जिधर से शुरू करना चाहिये था उसकी उलटी तरफ से शुरू किया गया, इसलिये बड़ी कठिनाई हो रही है कि हम उसका ठीक इस्तेमाल कैसे करें लेकिन यह बिजुरी से तगनी तक लाइन बन सके, दूसरे पंचसाला प्लान में हम आगे विचार करेंगे कि इस हिस्से को बरवाडीह, सरनाडीह से जोड़ सकते हैं या नहीं।