

(c) These postings are ordinarily made in the absence of suitable supervisory staff in Signal Workshops. The channel of promotion cannot therefore be considered as being affected.

स्टेशन मास्टर प्रशिक्षकों की नियुक्ति

5745. श्री श्रींकार लाल बेरबा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ऐसे बहुत से व्यक्ति जिन्होंने स्टेशन मास्टर का प्रशिक्षण प्राप्त किया था बेकार हैं;

(ख) यदि हां, तो उनको काम पर लगाये जाने की क्या सम्भावनाएं हैं;

(ग) क्या सरकार ने उनको किसी अन्य काम पर लगाये जाने की पेशकश की है; और

(घ) पश्चिमी रेलवे के कोटा नामक स्थान पर प्रशिक्षण प्राप्त करने के पश्चात् कितने व्यक्ति बेकार हैं ?

रेलवे मंत्री (श्री चं० म० पुनाचा) :

(क) से (ग). जी नहीं। लेकिन दो अकसर ऐसे आये हैं जबकि प्रशिक्षित उम्मीदवारों को तुरन्त नियुक्त नहीं किया जा सका क्योंकि जो रिक्त स्थान होने की प्रत्याशा थी, वे नहीं हुए। इस तरह के उम्मीदवारों को भावी रिक्त स्थानों में रखा जायेगा। फिर भी, प्रतीक्षा की अवधि कम करने के उद्देश्य से, जहां तक व्यावहारिक है, उन्हें वैकल्पिक कोटियों/मण्डलों में नियुक्त करने के प्रयास किये जा रहे हैं बशर्ते सम्बन्धित उम्मीदवार वहां काम करने के लिये तैयार और उपयुक्त हों।

(घ) बारह। इनमें से चार व्यक्तियों ने हाल में वैकल्पिक जगहों के लिये अपनी सहमति दे दी है और तदनुसार आदेश जारी किये जा रहे हैं।

Rajmahal Station

5746. श्री Maradi : Will the Minister of Railways be pleased to state:

(a) whether it is a fact that at Rajmahal Station in Santhal Fargana District in Bihar which is the biggest fruit distributing centre in the State, there are not sufficient arrangements for traders to stock goods for some period and they have to suffer great loss due to rain etc;

(b) the total annual income to Railways due to this trade; and

(c) whether Government propose to make certain improvements for the facility of traders with a view to increase income on this account?

The Minister of Railways (Shri C. M. Poonacha) : (a) No.

(b) The annual income to Railways due to this trade for the last three years is as under :—

	Rs.
1964	9,96,826
1965	2,72,749
1966	2,66,334

(c) No.

Railway Lines in Mysore State

5747. Shri K. Lakkappa :
Shri M. H. Gowda :

Will the Minister of Railways be pleased to state:

(a) the new railway links surveyed and sponsored by his Ministry in Mysore State since 1962;

(b) whether construction is still in progress in some of the new lines;

(c) if so, when the construction thereon is expected to be completed; and

(d) whether any time limit has been fixed therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) to (d). The following new railway lines falling wholly or partly in Mysore State were approved for construction during the Third Plan and were surveyed.

(i) Mangalore—Hassan.

(ii) Bangalore—Salem.

Construction work on these two new lines is still in progress. The completion of the Mangalore—Hassan line will be synchronised with the completion of the Mangalore Port Project. The Bangalore—Salem link is expected to be completed by March, 1968.

Kadur—Sakaleshapura Railway Line

5748. Shri K. Lakkappa:

Shri M. H. Gowda:

Will the Minister of Railways be pleased to state:

(a) whether any survey of Kadur-Sakaleshapura railway link on the Southern Railway has been completed;

(b) if so, the cost of the survey involved; and

(c) when the project is likely to be completed?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). Preliminary Engineering and Traffic surveys for this line were carried out during 1955—57 at an estimated cost of Rs. 2,75,327 and Rs. 47,592 respectively.

(c) The proposal was considered not financially justified and was dropped.

Shuttle Trains between Bhusaval-Chalisgaon and Bhusaval-Khandwa Station

5749. Shri Rane: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that train services which were available during pre-war (Second World War) period between (i) Bhusaval-Chalisgaon (ii) Bhusaval-Khandwa and (iii) Bhusaval-Bombay V.T. are not available at present;

(b) the number of trains between the above said stations that were serving small station passengers in pre-war days and the number of such trains at present;

(c) whether Government propose to introduce shuttle trains between Bhusaval-Chalisgaon and Bhusaval-Khandwa sections to serve passengers at small stations; and

(d) whether it is also proposed to introduce a train between Bhusaval and Bombay V.T. daily?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Compared to pre-war period there has been no reduction in train services on Bhusaval-Chalisgaon, Bhusaval-Khandwa and Bhusaval-Bombay V.T. Sections as is indicated below:—

Section	No. of trains serving small stations	
	Pre-war	At present
Bhusaval-Chalisgaon	2	2
Bhusaval-Khandwa	3	3
Bhusaval-Bombay	2	2

(c) and (d). Not at present.

Mail/Express/Janta Train between New Delhi and Bombay V.T.

5750. Shri Rane: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that notwithstanding the continuous demand by the public, no additional Mail/Express/Janata train has been introduced between New Delhi and Bombay V.T. via Jhansi-Bhusaval on the Central Railway; and

(b) if so, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). Introduction of an additional train between New Delhi and Bombay V.T. via Jhansi-Bhusaval is not, at present, operationally feasible for want of requisite line capacity on sections en-route and lack of terminal facilities at Bombay V.T. and New Delhi.