

available talent in the country. But, as I told earlier, the Bar has not been taking great interest in this regard, but now certain measures have been introduced in Parliament to give better facilities and also better incentives for better candidates to come to these offices.

श्री राजनारायण : क्या यह सही है कि इलाहाबाद हाई कोर्ट के चीफ जज ने जिन नामों को सबैस्ट किया जज की अपाएंटमेंट के लिए उत्तर प्रदेश की सरकार ने उन नामों को स्वीकृति प्रदान नहीं की और उत्तर प्रदेश की सरकार ने जिन नामों को सबैस्ट किया केन्द्रीय सरकार ने उन नामों को स्वीकृति प्रदान नहीं की। यदि यह सही है तो क्या सरकार उन नामों को यहां बताने की कृपा करेगी ?

डा० (श्रीमती) सरोजिनी महिषी : यह जो स्वेप्चन है यह जजों की अपाएंटमेंट, जजों की सेलेक्शन के बारे में नहीं है। दूसरी बात यह है कि कई बार मतभेद हो जाते हैं। दूसरे स्टेजों में भी ऐसा हो जाता है, इलाहाबाद में ही ऐसा हुआ है ऐसी बात नहीं है। इन मतभेदों को मिटा कर आपसी सहयोग से जल्दी से जल्दी न्यायाधीशों को नियुक्त करने की कोशिश की जा जाती है।

श्री राजनारायण : हमारे सवाल का जवाब नहीं आया। प्रकाशवीर शास्त्री जी ने भी यही पूछा था और हम लोगों को भी जानना है मगर मंत्री जी इससे मरोड़ कर रहीं हैं। इस मरोड़ से काम चलने वाला नहीं है। उनको यह बतलाना चाहिए। चीफ जस्टिस जिन नामों को बतलाता है उनकी उत्तर प्रदेश की सरकार इसलिए नहीं मानती, केन्द्र की सरकार इसलिए नहीं मानती क्योंकि प्रधान मंत्री रोज उत्तर प्रदेश के चीफ मिनिस्टर को चपरासी की तरह टेलीफोन पर बुलाती है इससे काम कैसे चलेगा।

SHRI D. P. SINGH : In view of the fact that more cases are added to the files of the Supreme Court judges than are disposed of, would the hon. Minister tell us whether the Government have advised the State Governments to widen the juris-

diction of the Panchayat courts and local courts so that the cases that might reach the High Court are diminished in number and secondly, whether in view of the various amendments made to the Criminal Procedure Code for cutting down delay, any study has been made about the impact of those amendments ?

DR. (SMT.) SAROJINI MAHISHI Sir, the matter of subordinate judiciary wholly with the State Government and is up to them to issue instructions. As far as the High Court is concerned, the High Court is independent in rules making and issuing instructions to the subordinate judiciary. The second question that he asked was that in view of the amendments introduced in the Criminal Procedure Code whether any impact has been felt, Sir, it is too short a period to say all these things. We are receiving certain reaction and certain reactions in certain corner are being expressed and in course of time it may be possible to assess them, not immediately.

SHRI D. P. SINGH : Regarding the first part of my question, I particularly asked whether the Central Government have advised the State Government, that is, whether you have thought over the problem and advised the State Government.

MR. CHAIRMAN : It is connected with the High Court. Therefore, the Minister said that it is for the State Government.

DR. (SMT.) SAROJINI MAHISHI He wanted to know whether Panchayat jurisdiction should be widened. Therefore, I said it is up to the State Government.

MR. CHAIRMAN : Next question.

Railway bridges over rivers

*268. **SHRI B. C. MAHANTI:** Will the Minister of RAILWAYS be pleased to state :

(a) when were the Railway bridges over the rivers Mahanadi, Kathjuri and Kua-khai near Cuttack on the South Eastern

Railway line from Calcutta to Madras Duift;

(b) whether these three bridges are now in damaged conditions; and

(c) whether the repair work that is now in progress will make these bridges safe ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS : (SARDAR EUTA SINGH J (a) to (c) A statement is laid on the Table of the Sabha.

""269. Questioners (Shrimati Sumitra G. Kulkarni, Slirimati Sushlla Shankar Adivarekctr and Shri Vithal Gudpil) were absent {for Answer vide column—infra!)

Statement

(a) The Mahanadi bridge was opened for traffic in January, 1898 and the Katjiirj and Kuakhai bridges in February, 1897.

(b) These bridges were built over 75 years ago, to the standards prevailing at that time. The girders of these bridges are not quite adequate to carry, at unrestricted speed, the heavier types of wagons and the more powerful locomotives that are now in use and those that are likely to be introduced in the near future. For this reason, appropriate speed restrictions have been imposed, and the bridges are considered safe for these reduced speeds.

(c) The regirdering of all the three bridges have been sanctioned and is now in progress. After the girders are replaced the bridges will be safe to carry the traffic at the maximum permissible speed permitted on the section.

SHRI B. C. MAHANTI : I want to know whether there is any life span of such bridges according to the engineering technology and if so, what it was in respect of these three bridges. I also want to know when the required works in respect of these three bridges were taken lip and what is the time taken for completion. Then, Sir, referring to answer given to my

unstarred question No. 71S put on 26th August, the answer was that the entire line of 879 Kms between Howrah and Waltair is already doubled. I want to know whether this portion of Calcutta-Waltair line from Kendrapara Road to Barang, a distance of 16 Kms, most of which is on these three bridges, viz., Mananadi Kathjuri and Kuakhai, has been actually doubled.

SHRI BUTA SINGH : Sir, the hon. Member asked various points in one supplementary. The answer is that there is a long time since these bridges were completed. One bridge was completed in 1898 and two in 1897. You will kindly see that at the time when these bridges were constructed, there was hardly any developed technology available for the steel manufacturing. That is why these bridge; are sought to be renovated in the light of the latest developments and the achievements in the steel manufacturing technology. Sir, in the engineering terms it is stated that the steel which was available at that time, is called early steel. So, all those bridges which are built with that early steel, are required to be icnovated in the light of the load capacity and the high speed of the newly developed locomotives. It will be difficult at this juncture to say about the life span of these bridges fixed at that lime. As I said. Sir, we are constantly reviewing the position of all the brid; the Indian Railways. As a

matter of fact, there are over 3 lakh spans of steel on the Indian Railways as such and these bridges are constantly inspected by the inspection authorities and as and where the necessity is felt, the bridges are taken up for renovation and this is a continuous process.

So far as the doubling of line is concerned, I am sorry at this moment, the question relates only to these three bridges. Oi't of these three bridges, the first bridge, that is over the river Mahanadi, will be completed next year. The work has been almost near completion and for the other two bridges, an allocation has been made and the construction is at various stages.

About the doubling of the line, I am sorry, it will not be possible for me to say anything.

SHRI B. C. MAHANTI : I shall be obliged if the Minister takes note of these things, namely, doubling the railway line. |

MR. CHAIRMAN : He has already replied.

SHRI B. C. MAHANTI : I request the Minister to take note of this thing. His answer sounds something like "Aswathama Hataha Kunjaraha". From the answers that have been received from the Government I have a feeling that he is trying to avoid the issue. He must give a direct answer to a direct question.

MR. CHAIRMAN : I think your specific questions have been answered directly. You have asked when the bridges were constructed and whether the repair work, would be taken on hand. He has replied to them. You have got something in your mind and you are saying "Aswathama", etc. Please put a specific supplementary.

SHRI B. C. MAHANTI : I am pointing out that they have built another bridge in the very recent past, rather than try to take up this bridge. It is really meant for doubling the line. They have practically drawn a circle. The diameter is from Kendrapara Road to Barang. They have drawn a circumference from Jagat-pur to Naraj. It is a longer run. They have built a new bridge. My idea in suggesting it is if the bridge is taken up at the point at least 9 Kms between Kendrapara Road and Cuttack, it would be better.

MR. CHAIRMAN : That is all right.

SHRI BUTA SINGH : It is never our intention to give any vague answer or sidetrack the question. We are earnestly trying to meet the points raised by hon. Members. This is a suggestion which I take note of.

श्री रवी राय : अध्यक्ष महोदय, मैं मंत्री महोदय से यह जानना चाहता हूँ कि कलकत्ता और भद्रास के बीच जो मुख्य रेलवे लाइन है और उसमें जो मुख्य ब्रिज है, उसके मृतालिक मंत्री जी ने जो अभी ए०, बी०, सी०, में जवाब दिया है, उसमें वे खुद मानते हैं।

"For this reason, appropriate speed restrictions have been imposed, and the bridges are considered safe for these reduced speeds.

The regirdering of all the three bridges have been sanctioned and is now in progress. After the girders are replaced, the bridges will be safe to carry the traffic at the maximum permissible speed permitted on the section."

मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि जिस स्पीड के मृतालिक आपकी गाड़ियां आजकल चल रही है, कभी उसके बारे में आपके इंजीनियरों ने यह बतलाया कि यह ब्रिज कमजोर हो गया है ;

दूसरा सवाल इससे यह आता है कि जब ब्रिज कमजोर हो गया है तो फिर उसके गडर रिप्लेस किये जाने चाहियें, तो मैं यह जानना चाहता हूँ कि यह काम कब तक पूरा हो जायेगा। इसीमें से तीसरा प्रश्न यह निकलता है कि इसको पूरा हटाकर दूसरा ब्रिज बनाने का सवाल है, वह कब तक पूरा हो जायेगा ?

श्री बूटा सिंह : सभापति जी, जैसा मैंने अजें किया कि इस बारे में लगातार एनुवल इंस्पेक्शन होता रहता है। जैसे जैसे ट्रनों का लोड बढ़ता जाता है, नई ट्रनों का लोड बढ़ रहा है, नये लोको-मोटिवों की स्पीड भी बढ़ती जा रही है और हमारे पास रेगुलर इंफार्मेशन रहती है कि कौन ब्रिज कितना लोड ले सकता है और कितनी स्पीड ले सकता है। इसी तरह से यह एक रेगुलर प्रोसेस है और हमारे पास इंफार्मेशन बराबर रहती है। जिन तीन ब्रिजों का जिक्र इस प्रश्न में है, वे ट्रनों का लोड और स्पीड वाले इंजनों का लोड नहीं ले सकते हैं। ब्रिज के दो पार्ट्स होते हैं।

एक तो सब स्ट्रक्चर कहलाया जाता है और दूसरा सुपर स्ट्रक्चर कहलाया जाता है। जहाँ तक सब स्ट्रक्चर का सवाल है, उसमें कोई दिक्कत नहीं है और किसी किस्म का इंजन और स्पीड तथा लोड का सवाल है, वह ले सकता है। जहाँ तक सुपर स्ट्रक्चर का सवाल है, जो ऊपर के गड्ढे हैं, वे इस काबिल नहीं हैं कि वे नये इंजनों की स्पीड को और दूसरे किस्म के लोड को ले सकें। हम यह नहीं चाहते हैं कि ट्रैफिक रोक दिया जाय और सारे को रैनोवेट किया जाय। हम यह कार्य इस तरह से कर रहे हैं कि स्पीड की लिमिट कर दी है और रैनो-वेट का काम भी जारी है।

जैसा मैंने अर्ज किया कि जो सब से बड़ा ब्रिज है महानदी के ऊपर, वह अगले साल कम्प्लीट हो जायेगा। दूसरे ब्रिज में कोई दिक्कत नहीं है। पैसा मंजूर हो चुका है, प्रोजेक्ट मंजूर हो चुका है और काम जारी है। हम इस कार्य को फेज्ड प्रोग्राम के मुताबिक कर रहे हैं ताकि ट्रैफिक में भी कोई स्कावट न पड़े और न ही यात्रियों को कोई असुविधा हो।

SHRI L. MAHAPATRO : From the hon. Minister's reply we have been able to understand that these bridges were constructed in the 19th century and at that time as far as the steel technology and the carrying capacity of the locomotives were concerned, much was not available then. These bridges might have well be sufficient for those locomotives then.

But afterwards this thing changed, and high speed locomotives are coming. These bridges are not capable of sustaining the speed and of taking that load. Therefore, they do all the necessary repairs. But my point is that now the railway line has been doubled between Waltair and Howrah. These three bridges are the only places where the railway line has not been put. Therefore, in order to have a double line all through which is very necessary, do they not feel the necessity of a second bridge at these three places over the Mahanadi the Kathjuri and the Kua-khai intervening between Chowdhar and Barang, so that not only will they be able to have new bridges to meet the necessity

of the present times but also be able to have throughout a double line? This re-innovation or this annual inspection or otherwise will not be sufficient to meet the situation.

SHRI BUTA SINGH : Sir, the present renovation to these three bridges is carried out, as I said, on the requirement of the traffic offering and the introduction of a new design locomotives and the heavy-load wagons. So, the question of a double line is yet to be taken up. I have already taken note of the suggestion made by the hon.

Shri Mahanti and if the situation arises, definitely the administration will meet it. If a double track is required, we will definitely look into it.

Expenses of Voltas Ltd.

*270. SHRI SARDAR AMJAD ALI :
SHRI HIMMAT SINGH : SHRI R.
K. MISHRA : SHRI HARSH DEO
MALAYJI A: DR. V. B. SINGH :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) what have been the sole selling expenses of Voltas Ltd. in the course of the last three years;

(b) what have been the expenses entered as "Travelling Expenses" in the Voltas Ltd. in 1973-74 and 1974-75; and

(c) what are the salaries being drawn by the top executives of Voltas Ltd.?

THE DEPUTY MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) to (c) A statement is laid on the Table of the House.

†The question was actually asked on the floor of the House by Shri Sardar Aradja AH.