

ocol on Road Signs and Signals; and if not, why not;

(c) what advantages the country derives by adherence to the Convention;

(d) whether Government have received any representation from organisations concerned with road or traffic for the ratification of the Protocol; and

(e) what steps Government have taken to ensure uniformity in markings, colour, etc., of road-signs, mile stones etc., and their conforming to the International Convention?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) Yes.

(b) and (d) Representations were received by the Government of India some time back suggesting that they should ratify the Protocol on Road Signs and Signals recommended by the U.N.O. It was not, however, considered necessary to do so, since the change-over to the new signs and signals would involve considerable expenditure. Recently, however, the Economic Commission for Asia and the Far East have recommended a uniform system of Road Signs and Signals, Pavement Markings and signs for Road works for adoption in the ECAFE countries. Since the road signs recommended by the ECAFE are in conformity with general international standards and usage, it seems desirable to adopt them. The matter is, therefore, being referred to the State Governments.

(c) Adherence to the Convention on Road Traffic is necessary in the interest of uniformity and also for promoting the development and safety of international road traffic.

(e) There is no provision in the Convention under reference for the adoption of any particular set of road signs and signals and road markings. According to Article 17 thereof, the road signs and signals adopted in each

Contracting State should, as far as possible, be the only ones to be placed on the roads of that State. In India, the traffic signs to be fixed on roads have to conform to the designs given in the Ninth Schedule to the Motor Vehicles Act, 1939. These designs specify the shape, size, symbol and colour in each case. Consequently, there is hardly any scope for adoption of different road signs and signals by the State Governments.

The following standard designs of Highway 'Km.' stones have been finalised by the Indian Roads Congress for different categories of roads:—

- (i) Ordinary 'Km.' stone on National Highway, State Highway and major district road.
- (ii) Fifth 'Km.' stone on above.
- (iii) 'Km.' stone on other district roads and village roads.

The standard designs specify that numerals in all cases shall be in the international form of Indian numerals and that the script of inscription should be in the following order:—

Km. No.	Script for place names
0	Roman
1	Hindi (Devnagri Script)
2	Local Language
3	Hindi (Devnagri Script)
4	Local Language
5	Roman (and so on repeated in the same order).

The above standard has been adopted by the Government of India on the National Highways.

CONSTRUCTION OF A RAILWAY BRIDGE NEAR AZIMGANJ

302. SHRI RAMPRASANNA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of Government for connecting the two banks of the

Bhagirathi by constructing a railway bridge near Azimganj in the District of Murshidabad (West Bengal); and

(b) if so, by when the construction work of this bridge is likely to be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) No, Sir.

(b) Does not arise.

DETENTION OF 393 UP TRAIN AT BHARATWADA

303. SHRI NIRANJAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 393 Up train left Nagpur according to schedule on the 19th April, 1962;

(b) if so, at what time it reached Bharatwada; and

(c) what are the reasons for its detention at Bharatwada for more than seven hours?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b). On 19th April, 1962, train No. 393 Nagpur-Itarsi Passenger left Nagpur 25 minutes late and reached Bharatwada 32 minutes late.

(c) The train was detained at Bharatwada for 3 hours 12 minutes and not 7 hours. This was due to failure of the Train Engine. A relief engine was ordered from Ajni which arrived Bharatwada at 00-15 hours and the train left at 00-35 hours.

दूरी का किलोमीटर में परिवर्तन

३०४. श्री विमलकुमार मन्नालालजी

चौरङ्गिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दूरी को मीलों से किलोमीटरों में परिवर्तित करते समय किन किन स्टेशनों

के बीच मीलों में दूरी का किलोमीटरों में ठीक ठीक परिवर्तन नहीं हुआ ;

(ख) किस-किस हिस्से के लिये वास्तविक दूरी से अधिक लम्बाई मान ली गई और किस किस हिस्से के लिये वास्तविक दूरी से कम लम्बाई मान ली गई ;

(ग) उपरोक्त भाग (ख) में उल्लिखित गलती कब सरकार के सामने आई और सरकार ने उसको कब ठीक किया ;

(घ) अधिक दूरी मानने पर कितनी रकम किराये के रूप में अधिक वसूल की गई और कम दूरी मानने पर कितनी रकम किराये के रूप में कम वसूल की गई ; और

(ङ) इस गलती के लिये कौन-कौन जिम्मेदार हैं ?

†[CONVERSION OF DISTANCE INTO KILOMETERS]

304. SHRI V. M. CHORDIA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the stations between which the distances in miles were not converted correctly into kilometers while converting the distances from miles into kilometers;

(b) the portions for which longer distances than the actual distances were recorded and the portions for which shorter distances than the actual distances were recorded;

(c) when did Government come to know of the mistake mentioned in part (b) above and when did they rectify the same;

(d) what amount of fare was realised in excess by recording longer distances and what lesser amount of fare was realised by recording shorter distances; and

(e) who are responsible for this mistake?]

†[] English translation.