

them excepting going on strike. Why then, even after they are reinstated, should there be discontinuity of service? The Minister should kindly explain this.

MR. CHAIRMAN: He will look into the matter and tell you. He cannot give an answer straightway. The normal rule is that after reinstatement there is no break of service involved. In some cases there is break of service. What are those specific reasons which entitle a departure from the normal practice? That is the question. You will have to look into it? You cannot give it straightway.

BREACHES ON DELHI-HISSAR ROAD

•346. SHRI BANSI LAL; Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that for a long time past these have been many breaches on the Delhi-Hissar road; and

(b) if so, when Government propose to repair the said breaches and what are the reasons for not repairing them for such a long time?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) The road is not subject to frequent breaches but it had many breaches in 1960 due to extra-ordinary floods.

(b) A statement giving the required information is laid on the Table of the Sabha.

STATEMENT

Miles 18, 23, 24, 28, 29, 31, 40—42, 67—90, 133—158 and 160—162, were badly damaged during the heavy rains in August 1960.

Immediate steps were taken to provide diversions and temporary crossings wherever possible to enable the traffic to get across. Repair work was undertaken in anticipation of the

approval of estimates by the Government of India. In some reaches repairs have since been completed while in heavily damaged reaches the work is in progress. Other preliminaries such as preparation of estimates, calling of tenders, collection of material etc. had to be completed before the actual work of reconstruction and repair could be taken up. Besides this, due to flood water standing around the damaged portion, earth was not available nearby till the water* had dried up. The heavy winter rains also hampered the progress of work. Most of the repair work is expected to be completed before the end of March, 1961.

PURCHASE OF VISCOUNTS FROM BURMA AND U.S.A.

*347. SHRI SATYACHARAN: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

Ca) whether Government have incurred any loss in terms of money due to prolonged negotiations in the matter of purchase of Viscounts from Burma and the United States of America; and

(b) if so, what is the extent of loss thus incurred?

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHTUDDIN) ; (a) No, Sir.

(b) Does not arise.

SHRI SATYACHARAN: There is a question in this connection, Sir. There were some reports published in the local papers that in these negotiations the Government have suffered a great loss. May I know whether the reports are fantastic and fabricated?

SHRI AHMED MOHIUDDIN: I have already stated that there is no such loss. The Indian Airlines are negotiating and trying to purchase the Viscounts at the best possible price they can obtain and we hope that two or four Viscounts will be coming soon.

SHRI GOPIKRISHNA VIJAIVAR- I GIYA; How is it that Burma can supply us Viscounts? Burma is not manufacturing Viscounts.

SHRI AHMED MOHIUDDIN: Burma purchased Viscounts and they were willing to sell them at that time. But later they decided not to sell them.

DR. RAGHUBIR SINH: May I know, Sir, whether there is any increase in the price of Viscounts during the period that the negotiations have been going on?

SHRI AHMED MOHIUDDIN: I have already stated that the Indian Airlines are trying to purchase second-hand Viscounts and so there is no question of any increase or decrease of price. They are trying to buy them at the best possible price.

DR. RAGHUBIR SINH: Is it not very likely that during the negotiations due to the conditions in the market prices sometimes rise?

SHRI AHMED MOHIUDDIN: The Indian Airlines are trying to purchase them at the best possible price.

PANDIT S. S. N. TANKHA: May I know Sir whether it is a fact that if these Viscounts had been purchased earlier from the Burmese Government, we would have got them much cheaper than what we are now paying for these Viscounts?

SHRI AHMED MOHIUDDIN: Sir, the offer was made to Burma in time, within the period which was specified and negotiations were held. But later the Burma Lines decided not to sell them. So there was no question of any rise in prices.

DR. RAGHUBIR SINH: Why are we buying second-hand things? Can't we get new ones?

SHRI AHMED MOHIUDDIN: At the moment it is decided to buy secondhand because they are of the same type and with the same configuration

as the planes we have at the present moment and it was not regarded desirable at this stage to buy new ones.

PANDIT S. S. N. TANKHA: Is it a fact that the Burmese Government has sold these planes to another country and not to India?

SHRI AHMED MOHIUDDIN: As far as I know, they are running these planes.

DR. RAGHUBIR SINGH: Why are they being sold out by Burma? Have they been discarded by the Burmese Government?

SHRI AHMED MOHIUDDIN: They are running these planes, as far as I know.

DR. RAGHUBIR SINH: If they are using them, may I know why they are selling them?

SHRI AHMED MOHIUDDIN: I have already stated that about a year ago they had decided to sell them, but then they withdrew that offer.

सड़क कूटने के रोलर

*३४८. श्री राम सहाय : क्या परिवहन तथा संचार मन्त्री अपने मन्त्रालय के १९५६-६० के वर्ष के प्रतिवेदन के पृष्ठ ८५ पर पैरा ५२ को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) भारत को सड़क कूटने के जितने रोलरों की आवश्यकता थी, क्या वह देश में तैयार किये गये रोलरो से ही पूरी की गई थी; और

(ख) क्या यह सच है कि सड़क कूटने के रोलरों की कमी के कारण सड़क सम्बन्धी कार्यक्रमों में बाधा पहुँची है ?

†[] English translation.