

conditions which slow down movement and affect the turn round of wagons. This year this drop in May is of the order of 213 wagons compared to 175 last year. It could have been less but for the Hooghly pilots' strike which apart from causing a hold up of wagons in the port also necessitated the diversion of a large fleet of wagons for the carriage of coal to Southern and Western India by the all rail route over many times the distance required to be covered by wagons by the normal rail-cum-sea transport to those areas.

Automatic Time Indicators at Telephone Exchanges

*1414. **Shri Balakrishnan:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that automatic time indicators are being provided in the telephone exchange offices;

(b) if so, the number of places where the time indicators have been provided so far; and

(c) whether the working of indicators has been found successful?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes.

(b) Trunk Timing Indicators have so far been provided in the following six exchanges:

Allahabad
Bombay
Calcutta
Coimbatore
Madras
Nagpur.

(c) Yes.

Sailings Between Madras and Rangoon

*1417. **Shri Koya:** Will the Minister of Transport and Communications be pleased to state:

(a) the reasons for not resuming the direct sailings between Madras and Rangoon which were suspended in 1955;

(b) why this service which was in existence for about a century had been suspended;

(c) whether Government are aware that a large number of people who go to Burma from the South have to endure serious handicaps and hardships because of their having to go through Calcutta; and

(d) whether Government propose to resume the Madras-Rangoon Service?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The Scindia Steam Navigation Company Ltd., Bombay who were running a service between Madras and Rangoon in the fair season have closed it from 1961 as according to them it is not economically feasible to maintain the service.

(c) No representation in this regard has been received by Government but in the absence of a direct service between Madras and Rangoon travel to Burma by way of Calcutta is inevitable.

(d) No such proposal is at present under the consideration of the Government.

Ganga Region Flood Control Seminar

*1418. **Shri D. C. Sharma:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Ganga region flood control seminar was held at Nainital recently;

(b) if so, the recommendations thereof; and

(c) the steps taken to implement the same?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagwan): (a) Yes, Sir.