

officers appointed to prepare a scheme for electrification of the Calcutta Suburban Railways;

(b) whether any similar survey was made in the past;

(c) if so, when; and

(d) the past recommendations?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The main line from Howrah to Chakradharpore and all important branches in the coal field carrying heavy coal and other mineral traffic have been included in the survey.

(b) to (d). No detailed survey of this nature has been made in the past. The Calcutta Terminal Facilities Committee which carried out investigations in 1947 recommended the electrification of the section Howrah—Machada as the first step of the electrification from Howrah to Khargpur.

Shri S. C. Samanta: May I know the additional terms of reference to this Committee, over and above those for the S. N. Roy Committee, to which a reference was made by the hon. Minister just now?

Shri Shahnawaz Khan: The main task of the Roy Committee was to find out the possibilities of a circular railway in Calcutta. This Committee deals with the entire industrial belt in Bihar and Bengal.

Shri S. C. Samanta: May I know whether Government have laid down any time-limit for this survey?

Shri Shahnawaz Khan: No definite time-limit can be fixed, but it is expected that the work will be over in a period of about nine months.

"ANSON" AEROPLANES

*856. **Sardar Hukam Singh:** Will the Minister of Communications be pleased to state what service have the 'Anson' aeroplanes been put to since their purchase in 1949?

The Deputy Minister of Communications (Shri Raj Bahadur): Ansons are being used for imparting training in flying twin-engined aircraft and navigation at the Civil Aviation Training Centre, Allahabad.

Sardar Hukam Singh: Were they ever used for commercial purposes or for freight business?

Shri Raj Bahadur: No, Sir. They cannot be used for these purposes.

Sardar Hukam Singh: What was the number of Ansons purchased, what was the cost that we incurred on their purchase, and from which country were they purchased?

Shri Raj Bahadur: The number of Ansons we purchased is 12, and the total cost to us was in the neighbourhood of Rs. 35 lakhs, plus Rs. 9 lakhs for spares.

Sardar Hukam Singh: Is it a fact that most of the time they have been out of service, and could not be used?

Shri Raj Bahadur: It is not a fact, that they have been out of service. As a matter of fact, in 1947-48—we know something of that period, and what it was like at that time—it was proposed that the Aviation Department should train as many as 300 pilots per annum, and for that purpose, it was felt that we should have some twin-engined aircrafts for that purpose. The Dakota was supposed to be too costly, so there were only two alternatives before us, the Ansons and the Beechcrafts. The Beechcrafts could be purchased only by the expenditure of dollars. Therefore the choice fell in favour of Ansons. Meanwhile the situation became calmer, and there was cease-fire, and we found that they were not required to that degree or extent which we had initially proposed.

Sardar Hukam Singh: Are they being used even at present?

Shri Raj Bahadur: They are being used for training purposes, as I said earlier.