

Shri Raj Bahadur: Yes, Sir.

Shri Joachim Alva: Do Government know the exact cost of the construction of a glider, for the simple reason that I rang up six officers of four Departments and they were not able to give me the price, for reasons of security?

Shri Raj Bahadur: I do not think it is a difficult question. The Technical Centre at Delhi is engaged in this; the Gliding Club is a quasi-official body and work is going on there with the help of those interested in gliding. I may give figures of cost.

Estimated cost of manufacture of a primary type of glider in India is.	Rs. 5,000
Estimated imported cost of this type of glider.	Rs. 6,000
Cost of manufacture of intermediary type.	Rs. 8,000
Estimated imported cost.	Rs. 10,000
Cost of manufacture of advance sail plane.	Rs. 11,000.
Cost of imported one.	Rs. 14,000
Cost of manufacture of two seater glider.	Rs. 13,000.
Estimated imported cost.	Rs. 16,000

EXPANSION OF AIR SERVICES

*1176. **Shri Gidwani:** Will the Minister of Communications be pleased to state:

(a) whether it is a fact that there is a delay in implementing schemes to expand air services and supplement them with feeder lines; and

(b) if so, the reasons therefor?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). It will not be correct to say that there has been delay in implementing schemes to expand air services. The present net-work of the Indian Airlines Corporation meets broadly the demands for air transport, so far as the main centres of the country are concerned. The Corporation are constantly examining the possibilities

of extending the net work to other centres by operating feeder services, having due regard to the economies of such operations. A number of a new type of aircraft called the 'Heron' have been ordered and on their delivery in India, operations over several feeder services will start during the next financial year.

Shri Gidwani: What will be the number of such feeder lines that will be started and what will be the routes?

Shri Raj Bahadur: I have already given that information to the House, but for the sake of the hon. Member I shall repeat it. We expect to get the 'Herons' in the early part of next year, but we propose to start our feeder services by Dakota aircrafts with effect from 1st January, 1955. The routes proposed are:

1. Deihl-Agra-Gwalior-Bhopal-Indore-Aurangabad-Bombay;
2. Madras-Tiruchirapalli-Madura-Trivandrum-Cochin-Coimbatore-Bangalore-Madras;
3. Delhi-Bikaner-Jodhpur-Ahmedabad-Rajkot.

Shri Heda: Do Government propose to have some feeder lines in Night Air Mail service too?

Shri Raj Bahadur: It is not yet under consideration.

Shri Raghuramalah: May I know whether a decision has been taken regarding the feeder line between Madras and Vijayawada?

Shri Raj Bahadur: As soon as we get 'Heron' aircraft we will try to put in commission one or two of those on the Madras-Vijayawada-Madras sector.

Shri T. S. A. Chettiar: Having regard to the fact that these lines are working as a whole at a loss of nearly Rs. 1 crore and odd, does it mean that the extension of these lines would mean greater loss? Or do Government think that they will be self-supporting?

Shri Raj Bahadur: I would invite the attention of the hon. Member to what I said in my reply to the main question, namely, that these feeder services will be started having due regard to the economies of such operation.

RE-SALE OF TICKETS

*1177. **Shri Dabhi:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1380 on the 27th September, 1954 and state:

(a) whether the report regarding the racket of re-sale of used railway tickets received by Government has since been considered; and

(b) if so, the action taken thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) The Ticket Collector responsible for resale of used tickets has been charge-sheeted for removal from service.

Shri Dabhi: Is the case over?

Shri Shahnawaz Khan: Only the charge-sheet has been issued to him. The matter is being dealt with.

Shri Dabhi: May we have some more details regarding this?

Mr. Speaker: I think the case is *sub judice*, if he is charge-sheeted.

Shri Bhagwat Jha Azad: May I know whether it has come to the notice of Government that in some stations used tickets are not sent back, as prescribed by the rules, for months together? If so, are there any arrangements to see that such tickets are not allowed to accumulate?

Shri Shahnawaz Khan: There are very clear orders on the subject. All the used tickets are to be sent to the accounts offices the following day they are collected; they are not normally allowed to accumulate. One case has

come to our notice and the Government is taking a very serious view of it.

METAL HARROW

*1179. **Pandit D. N. Tiwary:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to starred question No. 667 on the 5th March, 1954 and state:

(a) whether the metal harrow designed at the Institute of Agriculture, Anand, has been passed for use by the agriculturists;

(b) if so, its price and the places where it can be used; and

(c) whether an ordinary bullock can work it?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) and (b). The harrow is still in the experimental stage.

(c) Yes.

Pandit D. N. Tiwary: May I know at what places they have so far been experimented?

Shri M. V. Krishnappa: The Institute where it has been designed—the Anand Institute. The Principal reports that it is very satisfactory. It is however, felt that some improvements will have to be made to suit the soil in other parts of the country.

Pandit D. N. Tiwary: What soil, whether hard or soft?

Shri M. V. Krishnappa: Both the soils. It has to be modified to suit the conditions of various types of soil.

Shri Raghavachari: May we know the average cost of each one of them?

Shri M. V. Krishnappa: Approximately Rs. 30.

COOPERATIVE MOVEMENT

*1180. **Shri Bibhuti Mishra:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that due to high rates of interest prevalent