

(c) The cost prices are as follows:—

Allis-Chalmers Model HD-19Rs. 69,490/- each
Cietrac-Model FDERs. 54,580/- „
Caterpillar-Model D-8	...Rs. 78,888/- „
International Harvester Model TD-2	} .. Rs. 65,845/- „

The old tractors—all Caterpillar D-7s, were purchased from the American Army Disposals on a lump-sum payment for all the machines, and the approximate cost per machine is about Rs. 10,500.

Varying amounts had, however, to be spent subsequently on the repair and rehabilitation of these tractors.

(d) The tractors are working in Uttar Pradesh, Madhya Pradesh, Madhya Bharat and Bhopal.

(e) Yes. The State Governments are charged at the provisional rate of Rs. 52 per acre in the case of work done by the new tractors and at the rate of Rs. 17/8/0 per tractor hour plus actual cost of fuel and lubricating oil, transport, etc., for work done by the second-hand tractors. The provisional rates are subject to finalisation when actual figures of expenditure incurred are worked out.

(f) The Central Tractor Organisation works on a “no profit, no loss” basis and the entire expenditure incurred is recovered from the State Governments. The main factors taken into account while charging for work done are the expenditure incurred on employment of the staff, cost of petrol, oil, lubricants and other stores consumed, cost of transport, expenditure on maintenance and repairs of equipment.

(g) and (h). No variations have been made in the case of charges for work done by the new tractors.

In the case of work by the old tractors, the cost was originally estimated as Rs. 8/8/0 per tractor hour exclusive of fuel and transport charges, and provisional debits were raised against State Governments at this rate in 1947-48. This provisional rate was subsequently considered inadequate and it was raised to Rs. 12/8/0 per tractor hour in 1949. Later, when actual figures of expenditure were finally worked out, the correct cost was found to be Rs. 17/8/0 per tractor-hour, and this final rate was introduced in 1950-51 with retrospective effect.

NATIONAL HIGHWAYS (ROMAN SCRIPT)

*977. Shri N. S. Jain: Will the Minister of Transport be pleased to state whether the mile posts and village name posts along the National Highways are engraved in Roman Script only and if so, why Hindi has been ignored?

The Minister of Railways and Transport (Shri L. B. Shastri): The inscriptions on mile and name posts along National Highways in Roman script are those already provided many years ago. The adoption of the Hindi script is now provided for in the type designs circulated by the Road Organisation.

CANNANORE AERODROME

*978. Shri N. P. Damodaran: Will the Minister of Communications be pleased to state:

(a) whether the aerodrome at Cannanore is now being used and if not the reasons for the same;

(b) whether there is any possibility of revising the old Bombay-Trivandrum air service;

(c) if the answer to part (b) above be in the affirmative, what measures Government intend to take to make Cannanore a halting station in the route;

(d) whether there is a proposal to run a Bombay-Mangalore air service; and

(e) if the answer to part (d) above be in the affirmative, whether there is a possibility of extending this service to Cochin, making Cannanore a halting station *en route*?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No, Sir. The original Army landing ground at Cannanore has been abandoned as it was surplus to Defence requirements; and its size is not adequate for Commercial service aircraft.

(b) No. But there is an air service between Bombay and Cochin connecting at Cochin with the Madras-Trivandrum service.

(c) Does not arise.

(d) One Air Company has applied for a route which includes the sector Bombay-Mangalore.

(e) This will not be possible, for the reasons given in reply to Question (a).