

### डाक संचायें

\*१२१६. श्री भक्त बर्षान : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५५-५६ के प्राय-व्ययक प्राक्कलन में नये डाक-घरों, तारघरों और सार्वजनिक टेलीफोन के खोलने के लिये अलग-अलग कितनी धनराशि निर्धारित की गई है ; और

(ख) प्रत्येक सर्किल के लिये अलग-अलग कितना धन स्वीकृत किया गया है अथवा किये जाने का विचार है ?

संचार उपमंत्री (श्री राज बहादुर) : (क) और (ख) जानकारी प्राप्त की जा रही है और उचित समय पर यह सभा-घटल पर रखी जायेगी ।

श्री भक्त बर्षान : क्या यह आश्चर्य की बात नहीं है कि जबकि मैं ने यह प्रश्न पूछा है कि बजट में डाक तथा तार घर और टेलीफोन आदि के लिये कितना रुपया रखा गया है, तब कहा जा रहा है कि जानकारी प्राप्त की जायेगी ? क्या हैडक्वार्टर्स में ये आंकड़े उपलब्ध नहीं हैं ?

श्री राज बहादुर : किंचित मात्र भी आश्चर्य की बात नहीं है और उस का कारण यह है कि जो एक लाख रुपये से ऊपर के काम होते हैं, उन का तो बजट में अलग अलग ब्यौरा होता है और एक लाख रुपये से कम खर्च के कामों के लिये सामूहिक रूप से कोई निधि निश्चित की जाती है और उस में से अलग अलग पोस्टल सर्कलों को रकम दी जाती है । जो रकम सामूहिक रूप से किसी सर्कल को दी जाती है, उस से न सिर्फ नए डाक-घर खोलने की व्यवस्था होती है, बल्कि इस सम्बन्ध में रेल्वे एडमिनिस्ट्रेशन और कैनल डिपार्टमेंट इत्यादि से भी मालुम करना आवश्यक होता है कि कितने तार घर खोले जायें । इसलिये विभागीय तार घरों में कितना व्यय हुआ है यह सूचना

इकट्ठी करने में समय लगेगा । यही बात आती है कि पब्लिक काल आफिस और पोस्ट आफिस के बारे में भी और इसलिये मैं आशा करता हूँ कि माननीय सदस्य का कोई आश्चर्य नहीं होगा ।

श्री भक्त बर्षान : क्या मैं जान सकता हूँ कि प्रथम पंचवर्षीय योजना की समाप्ति तक कितने डाक तथा तार घर, कितने टेलीफोन एक्सचेंज और कितने पी० सी० भोज० खोलने का टारगेट रखा गया था और क्या उस के पूरा होने की आशा है ?

श्री राज बहादुर : इस के लिये नोटिस की आवश्यकता होगी ।

श्री एम० एल० द्विवेदी : मैं जानना चाहता हूँ कि कितने जिले के हैड-क्वार्टर बाकी हैं, यहां टेलीफोन नहीं खोला गया है ? क्या सरकार का यह विचार है कि तहसील हैडक्वार्टर में भी टेलीफोन खोले जायें, ? यदि हां, तो कब तक ?

श्री राज बहादुर : यह प्रश्न इस से तो नहीं उठता है । मैं पहले सूचना दे चुका हूँ । अगर माननीय सदस्य चाहेंगे, तो फिर दे सकता हूँ ।

Shri Bhagwat Jha Azad : The other day the hon. Deputy Minister very proudly asserted that they started from the district headquarters and that they have not come to the thana headquarters for opening a public call office. May I know whether there are still some subdivisional headquarters which have not been linked by telephone ?

Shri Raj Bahadur : I am grateful to the hon. Member for the power which he has been seen behind my assertion, but I may assure him that the programme has been declared from time to time on the floor of the House. We are completing it by and by.

### Train Timings

\*1221. Shri Matthen : Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Poona Mail (Southern Railway) running between Poona and Bangalore stops at Hubli for more than 3½ hours; and

(b) if so, the justification for it?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) and (b). A statement is laid on the Table of the House. [See Appendix VII, annexure No. 15].

**Shri Matthen :** From the statement I find that the existing trains would reach Bangalore City and Poona very late in the night if the present long halts at Hubli are cut out. That is the main reason given for not altering the timings. Is it not possible to stop these trains somewhere near Bangalore City at the one end and Poona City at the other end, so that passengers to the intermediate stations may reach their homes, take their food and sleep under their roofs?

**Shri Alagesan :** If he has gone through the whole statement carefully, he would have found that there are other reasons also. Now, because of this stop of considerable duration at Hubli, people who come either from Poona City or Bangalore City to Hubli, are able to transact their business and get into the next train and go back. This is one of the advantages which the hon. Member seems to have missed. It is also stated in the statement that this matter was definitely placed before the Regional Railway Users Consultative Committee and they have said that this can continue.

**Shri Matthen :** The hon. Deputy Minister has answered all points except the point I raised. Why is there this 3½ hours delay at Hubli instead of having the train stop at some station near Poona City on the one end and Bangalore City at the other end, so that passengers...

**Mr. Deputy-Speaker :** The hon. Member is making a suggestion. The hon. Minister has just said that persons can stop at Hubli, transact their business and go back.

**Shri M. L. Dwivedi :** This is the main question.

**Shri Matthen :** How many passengers stop at Hubli? May be 1/100.

**Mr. Deputy Speaker :** Are we having a discussion on this matter? It is not a budget speech on the Railway budget. It is only a matter for information. I would, however, urge upon the hon. Minister to look into this matter. Any hon. Member, if he wants to make any suggestion, of course, should not take advantage of the questions to make suggestions. He can certainly write to the hon. Minister or see him and get such things done by him as are advisable and desirable.

### Chikna Halt Railway Station

\*1224. **Shri L. N. Mishra :** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 951 on the 30th September, 1954 and state :

(a) whether any decision to convert Chikna Halt Station on the North Eastern Railway into a flag station has since been taken;

(b) the average monthly income from this halt;

(c) whether it is a fact that the local people have asked for the construction of a passenger shed at this station and for the issue of tickets for foreign railways therefrom; and

(d) if so, the decision taken in the matter?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) The matter is being re-examined.

(b) Rs. 1333/5/4.

(c) Yes.

(d) Opening of this halt for foreign traffic is under examination.

Provision of a passenger shed at Chikna halt can be considered only after a decision has been taken regarding the conversion of this halt into a flag station.

**Shri L. N. Mishra :** May I know whether it is a fact that for want of the facility to issue tickets for foreign railways, this railway station is deprived of the other facilities because calculation is not made of the amount collected through other railways and its revenue is shown as poor?

**Shri Alagesan :** It is now only a contractor worked halt, and for a contractor worked halt, permission is given only for local booking. But then when the matter of converting it into a flag station was considered it was found that there will be a loss of Rs. 10,000. And to minimise the loss, the railway has been again asked to find out whether that loss can be minimised considerably if foreign bookings are also permitted. That is now under examination by the railway.

**Shri L. N. Mishra :** Are Government aware that this is the only station in one of the worst flood affected areas of the Kosi and do Government propose to make it a permanent station or not?

**Shri Alagesan :** The station will remain. There is no question of its abolition, but the question of conversion of the halt into a permanent flag station is under re-examination of the railway.