

श्री शाहनवाज खां : मैं आनरेबल मेंबर का सबाल प्रश्नी तरह समझ नहीं सका हूँ ।

श्री प्रजित सिंह : मेरा मतलब है : reason why tickets were in short supply on stations in the Delhi Division of the Northern Railway for some-time?

श्री शाहनवाज खां : इस चीज का इल्म हम लोगों को नहीं है । अगर आनरेबल मेंबर नोटिस दें तो इसका जबाब दिया जा सकता है ।

**Shri G. P. Sinha :** Are Government aware that there is widespread discontent among the TTEs on account of their low salaries and allowances and the top-heavy expenditure?

**Mr. Speaker :** There are assumptions, suggestions and enquiries also.

**Pandit D. N. Tiwary :** May I know whether there is any proposal to resort to cent per cent checking in the trains?

**Shri Shahnawaz Khan :** We have introduced that system on some trains.

**Shri U. M. Trivedi :** Will the hon. Minister be pleased to state if it is not a fact that in all cases tickets are made out in EFTs, no note is made by the clearing house to find out whether they are penalty EFTs, or whether they are regular extension EFTs?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** The hon. Member's question relates to the fact that they collect only excess fares and not penalties. I did not quite catch his question. But as far as the excess fare tickets are concerned, that amount is not set against the earnings of the TTEs.

**Shri U. M. Trivedi :** I do not know whether the hon. Minister followed my question which is very pertinent. All Travelling Ticket Examiners issue excess fare tickets which in ordinary parlance in the railway are called EFTs. I want to know whether the clearing house of the railway is able to make out from the EFTs whether they are meant for regular excess fare as penalty levied on ticketless

travellers or are merely extensions granted.

**Shri Alagesan :** It can be easily analysed.

#### WAGONS SUPPLY

\*777. **Shri Gidwani :** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some traders had placed orders for goods wagons in the Raipur Dhamtari Section of South Eastern Railway;

(b) whether it is a fact that when the wagons were pressed into service they were not availed of by the traders;

(c) whether it is a fact that the traders have placed these bogus orders with a view to control the movement of commodities; and

(d) if so, the action taken against the traders?

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

(b) Yes.

(c) The Ministry of Railways are not in a position to say with what object exactly the bogus indents for wagons were placed by the traders, but it appears that they had placed them in anticipation of wagon shortage.

(d) The only direct action which could be taken by the Railway Administration against the traders for having made spurious indents was the forfeiture of the registration fees, when the parties fail to load wagons supplied or when indents are withdrawn within 15 days of registration. Registration fees for 1,279 indents amounting to Rs. 19,185 were forfeited during August 1955 to January 1956. Besides this, attempts are made by the Railway Administration to stop the tendency of trade to resort to the mal-practice by holding meetings at stations with local merchants and trade associations and giving publicity in the Press.

**Shri Gidwani :** What was the number of such bogus traders?

**Shri U. M. Trivedi :** All were bogus.

**Shri Shahnawaz Khan :** The indents were bogus.

**Shri U. M. Trivedi :** Not the traders ?

**Mr. Speaker :** He wanted to know the number.

**Shri Shahnawaz Khan :** The number of indents or the registrations that were forfeited were 1279.

**Mr. Speaker :** If the hon. Parliamentary Secretary has no information regarding the number, he may say, 'I have not got the information'. There is no harm.

**Shri A. M. Thomas :** This question relates to the South Eastern Railway. May I enquire whether the Railway Ministry is aware that this is a general feature prevalent on all the railways? If so, what general instructions have been issued from the Railway Ministry to stop this abuse?

**Shri Shahnawaz Khan :** We have received complaints of this nature from time to time from almost all the railways. The only step that the Railway Administration can take is to forfeit the security of anybody who does not utilise the wagons, that is, the registration fee.

**Shri Kasliwal :** Is it a fact that this practice of spurious indents is increasing on the railways? If so, do Government propose to increase the registration fee for these indents?

**Shri Shahnawaz Khan :** We have no such information. The railways do not have any intention of increasing the registration fee.

**Shri Jhunjhunwala :** How much money has been forfeited by way of security in this connection?

**Mr. Speaker :** He has already said it is Rs. 19,000 odd.

**Shri Gidwani :** When it is being said that this was done with a view to stop commodities being circulated and with a view to raise the prices of commodities—a similar thing happened in Calcutta sometime back when stocks of cloth were detained like that—will Government

consider the desirability of amending the law so that deterrent punishment may be awarded, as mere forfeiture will not be enough?

**The Deputy Minister of Railways and Transport (Shri Alagesan) :** The Calcutta incident is completely different. There, the merchants refused to unload the stocks when they received them. There is no similarity between the two.

#### RADIO TELEPHONE SERVICE •

**\*778. Shri S. C. Samanta :** Will the Minister of Communications be pleased to state :

(a) the extent to which the Radio Telephone Service has progressed in India during the First Five Year Plan; and

(b) whether this question was discussed in the Commonwealth Telecommunication Board?

**The Minister in the Ministry of Communications (Shri Raj Bahadur) :** (a) As a result of the successful implementation of the schemes in the First Five Year Plan, India has now got seventeen direct Radio Telephone Services with foreign countries, whereas before the commencement of the Plan, India had only two such services.

(b) Yes.

**Shri S. C. Samanta :** May I know whether the erection of the first trans-Atlantic telephone cables has been completed, and if so, when they are expected to function?

**Shri Raj Bahadur :** That might be a question relevant to the International Tele-communications Union. Here we are talking of the Commonwealth Tele-communications Board. So far as the laying of cables across the Atlantic is concerned, I do not think it comes within the purview of the present question.

**Shri S. C. Samanta :** May I know whether schemes of development works done in India are submitted to the Commonwealth Tele-communications Board? If so, how often?