

CALICUT RAILWAY STATION

818. Shri Kelappan: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that the Calicut Railway Station was constructed in the 19th Century when Calicut was the terminus of the S. I. Railway in Malabar;

(b) whether it is a fact that there is only one platform for passengers and parcels in that station;

(c) whether Government are aware that almost always the platform is crowded with parcels and the passengers find it difficult to use the platform; and

(d) what action Government propose to take in the matter?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes.

(c) The Parcel Office accommodation at the station is insufficient and it is correct that parcels have to be kept on the platform causing a certain amount of inconvenience to passengers at times.

(d) Owing to the space available being limited, it is not possible to provide an additional platform, but the provision of an additional Parcel Office is under consideration.

BOMBAY TELEPHONE SYSTEM

819. Shri Kajrolkar: (a) Will the Minister of Communications be pleased to state whether Government are aware of a resolution passed by Bombay Corporation requesting to hand over the Bombay Telephone System to the Corporation?

(b) If so, do Government propose to hand over the Bombay State Telephone System to the Corporation?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) No, Sir. I may say in this connection that the hon. Member had sent a copy of the Bombay Corporation's Resolution to the Minister for Communications for consideration. I lay on the Table of the House a copy of the reply that was sent to the hon. Member, explaining fully the telephone position in Bombay. I also lay on the Table of the House a statement giving the present equipped capacity of the Bombay Telephone System and the programme of re-equipment and expansion. [See Appendix VIII, annexure No. 9].

NORWEGIAN DELEGATION

820. Sardar A. S. Saigal: (a) Will the Minister of Food and Agriculture be pleased to state whether it is a fact that the Norwegian Delegation which arrived in India propose that a fisheries community-development programme be initiated?

(b) Are negotiations going on for the programme?

(c) Is it a fact that the programme will be initiated in an area in Travancore-Cochin?

(d) Is it a fact that the delegation is in consultation with the representatives of the U.N. Technical Assistance Board and that the Government of India have approved the scheme?

The Minister of Food and Agriculture (Shri Kidwai): (a) Yes.

(b) Yes.

(c) Yes.

(d) Yes.

IMPORT OF TIMBER FROM ANDAMANS

821. Shri Rajagopala Rao: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are importing timber from Andamans and if so, at which ports;

(b) whether Visakhapatnam Port is one such port; and

(c) if not, what are the reasons?

The Minister of Food and Agriculture (Shri Kidwai): (a) The Government of India have already installed depots at the ports of Calcutta and Madras into which timber from Andamans is imported and sold to the Public.

(b) and (c). There are no regular shipping facilities between Port Blair and Visakhapatnam at present but the question of supplies to Visakhapatnam is under consideration.

Shivaratri Jatra (SPECIAL TRAINS)

822. Shri H. G. Vaishnav: (a) Will the Minister of Railways be pleased to state whether special trains were arranged on the occasion of the last Shivaratri Jatra for Puri-Vajinath, Ondha Nagnath, and Ellora which are the Jyotirlinga places in Hyderabad State?

(b) If the answer to part (a) above be in the affirmative, how many special trains were arranged and on what dates?

(c) If the answer to part (a) above be in the negative, what were the reasons for not arranging the special trains?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Special trains were run in connection with the last *Shivratri Jatra* for Purli-Vajinath and Ondha Nagnath, but none in connection with the *Jatra* for Ellora.

(b) 13 Specials for Purli-Vajinath from 23rd to 27th February 1952, both days inclusive, and one special each on 24th and 25th February, 1952, for Ondha Nagnath.

(c) As only 754 pilgrims visited Ellora, no Special train was arranged and the traffic was cleared by ordinary trains, the rakes of which were strengthened.

ROLLING STOCK (SHORTAGE)

823. Shri Neswi: Will the Minister of Railways be pleased to state:

(a) whether Government are aware that on account of shortage of wagons and engines the transport situation in the Hubli District is unsatisfactory;

(b) if so, what steps have been taken to supply them;

(c) whether it is a fact that some rolling stock was to be received before April, 1952; and

(d) if not received, when they are expected to be received and actually put into commission on the Hubli District?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) There were heavy demands pending of the Hubli District during 1951 and first half of 1952 and due to shortage of wagons and restricted capacity via tranship points, such as Ghorouri, it was not possible to meet these demands fully.

(b) As more stock was received, loading of block trains was arranged as far as possible with satisfactory results.

(c) 304 new metre gauge wagons were delivered to the Southern Railway from April 1951 to March 1952, but the number out of these supplied to the Hubli District in particular is not readily available. 1981 more wagons are expected to be put into service on the Southern Railway during the period April 1952 to March 1953. During the period from 22-7-52 to 15-11-52, a total of 303 new wagons were received and put on for traffic for the whole Mysore Region, including Hubli District.

(d) Does not arise.

BOOKING OF GOODS FROM SOUTHERN RAILWAY

824. Shri Neswi: Will the Minister of Railways be pleased to state:

(a) whether the Western Railway has stopped booking of all traffic from Southern Railway to Ujjain from March, 1952;

(b) whether it is a fact that the same Railway has given a daily quota of six wagons for the whole Southern Railway;

(c) whether it is a fact that the volume of traffic offering to and across that Railway is larger; and

(d) if so, what measures are being taken to remove these restrictions?

The Deputy Minister of Railways and Transport (Shri Alagesan):

(a) Goods traffic, except Government sponsored foodgrains and coal, was restricted to Ujjain from 8-2-52 to 26-3-52 after which there has been no restriction on its movement so far.

(b) No quota has been prescribed for movement of traffic for booking to and via Ujjain as booking is free.

(c) The amount of traffic offering from the Southern Railway to stations on the Western Railway via Ujjain is not much as will be clear from the fact that in September 1952 the outstanding registration for booking to stations reached via Ujjain were only two wagons. Booking of goods traffic to stations reached via Ujjain has been made free since the beginning of November 1952.

(d) In view of (c), the question does not arise.

WAITING ROOMS

825. Shri Raghuramaiah: Will the Minister of Railways be pleased to state:

(a) whether Government are aware of the insufficient and congested condition of the Waiting Rooms at Tenali, Vijayawada and Masulipatam Railway Stations on the Southern Railway;

(b) whether Government are aware of the necessity of having covered platforms at those Stations; and

(c) if so, what improvements Government propose to make at those stations and when?