

Public Call Offices

806. **Shri T. Subrahmanyam** : Will the Minister of **Communications** be pleased to state :

(a) the number of Public Call Offices to be opened in the rural areas of Mysore State in 1955-56; and

(b) the names of the places in Bellary District where Public Call Offices will be installed during the above period ?

The Deputy Minister of Communications (Shri Raj Bahadur) : (a) Nil (8 proposals already sanctioned relate to urban places).

(b) Certain proposals for opening Public Call Offices in Bellary District are under examination. The names of the Public Call Offices which are likely to be opened during the current year would be known after these proposals are finalised.

Purchase of Aircrafts

807. **Sardar Iqbal Singh** : Will the Minister of **Communications** be pleased to state :

(a) the names of countries from where the purchases of aircrafts have been made for the two Air Lines Corporations during 1954-55 and 1955-56 so far;

(b) the basis on which their selection was made and prices settled;

(c) the names of the aircrafts purchased;

(d) the total number of orders placed for the purchase of aircrafts to be delivered in the next year; and

(e) the programme of their delivery ?

The Deputy Minister of Communications (Shri Raj Bahadur) : (a) United States of America and the United Kingdom.

(b) Super Constellation aircraft for the Air India International and Skymaster aircraft for the Indian Airlines Corporation were selected as the most suitable type having regard to the character of the fleet already in operation and on considerations of technical performance economics of operation and traffic requirements. In the case of the Air India International the need for maintaining their competitive position *vis-a-vis* other

international airlines was also taken into consideration. The Herons were selected for the Indian Airlines Corporation as the most suitable type available for developing feeder routes with their four-engine configuration offering a greater safety factor.

2. The basis of price in the case of Super Constellations and the Herons was the manufacturers' world-wide standard price list. Skymasters being no longer manufactured they are being purchased second-hand after obtaining several quotations.

(c) 2 Super Constellations, Model 1049-C, and 3 Super Constellations, Model 1049-E, for the Air India International and 3 Skymasters and 8 Herons for the Indian Airlines Corporation.

(d) and (e). Orders have been placed for 1 Super Constellation Model 1049-G expected to be delivered in June, 1956.

नलकूप (ट्यूब बेल)

८०८. श्री नवल प्रभाकर : क्या खाद्य और कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) नल कपों के बनाने के लिये १९५४-५५ में दिल्ली राज्य सरकार को कितनी राशि दी गई ; और

(ख) अभी तक कितने नलकूप बनाये गये हैं ?

खाद्य तथा कृषि मंत्री (श्री ए० पी० जैन) : (क) तथा (ख). १९५४-५५ में दिल्ली राज्य के अधिक अन्न उपजाओ प्रोग्राम में नल कुओं को बनाने के लिये ६ लाख रुपये का कर्ज मंजूर किया गया था। लेकिन वह रकम वास्तव में काम में नहीं लाई गई।

Allocation of Rakes

809. **Shri Deogam** : Will the Minister of **Railways** be pleased to state :

(a) the number of trains (Rakes), the Railway proposes to allot for Ore traffic to Calcutta port during the remaining period of 1955;

(b) the proposed allocation of Rakes out of the total allotment to be given for Ore traffic at :

- (i) Barbil-Noamudi-Barajamda areas;
- (ii) Badampahar-Kuldiha area;
- (iii) Keonjhar-Jaipur Road stations; and

(c) names of mines-owners whose Ores are moved from each of these above-mentioned areas ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) This will depend on day-to-day wagon position obtaining in the area and no definite forecast is possible, but the target is given in reply to item (b).

(b) (i) and (ii). The target for Ore traffic for export from Barajamda area including Barabil and Noamundi, is three rakes daily which is likely to be reduced to one when the doubling of Barajamda and Rajkharaswan is taken in hand from about 1st November. The proportion of allotment between the two areas will depend on traffic offering subject to *pro-rata* allotment to individual despatchers in both the areas.

(b) (iii) Allotment of wagons at Jaipur-Keonjhar Road is subject to day-to-day operating position and availability of empty wagons and subject to a maximum daily loading of 20 wagons which is the siding capacity.

(c) Information separately in respect of names of mine-owners whose ores are moved from each of the areas in question, is not readily available. However, a statement showing the names of mine-owners to whom export quotas for movement of iron and manganese ores for shipment through the Calcutta port during the period from January to June, 1955, were granted by Ministry of Commerce & Industry, is attached herewith. [See Appendix VIII, annexure No. 48].

Hamirpur Public Call Office

Sr. Shri Hem Raj : Will the Minister of Communications be pleased to state :

(a) whether Government have received any representation for the setting up of

Public Call Office at Hamirpur in Punjab; and

(b) if so, the decision taken thereon ?

The Deputy Minister of Communications (Shri Raj Bahadur) : (a) and (b) No; but the proposal has already been sanctioned.

Ticketless Travelling

Sr. Sardar Iqbal Singh : Will the Minister of Railways be pleased to state :

(a) whether ticketless travelling is on the increase or decrease on the Railways;

(b) the estimated loss on account of these passengers in the years 1954-55 and 1955-56 so far; and

(c) the amount of excess fare and penalty realised from these travellers in the years 1954-55 and 1955-56 so far ?

The Deputy Minister of Railways and Transport (Shri Alagesan) : (a) It is not possible to say whether there has been an increase or decrease in ticketless travelling on Railways, as the number of ticketless travellers who remain undetected is not susceptible of computation.

The number of passengers detected travelling without tickets during the years 1952-53, 1953-54, 1954-55 and first three months of 1955-56 are, however, furnished below :—

1952-53	84,15,088
1953-54	69,57,255
1954-55	75,86,808
(Upto 30th June).	17,87,064

(b) It is not possible to make an accurate estimate of the loss to the Railways on account of ticketless travelling.

(c)

1954-55	Rs.
(i) Excess fare	1,28,53,999
(ii) Penalty	26,40,119
1955-56 (Upto 30th June)	
(i) Excess fare	35,98,475
(ii) Penalty	5,83,601