

(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