

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) During the period 1st May to 31st October, 1955, out of a total of 184 occasions, No. 15 Down Grand Trunk Express arrived late at Delhi on 165 occasions and No. 16 Up Grand Trunk Express arrived late at Madras on 134 occasions.

(b) The punctual running of these trains, covering a long distance mostly with single line, continues to receive the constant attention of the Railway Administrations. The Railways are being asked to take special steps to improve the performance of these trains.

संक्रामक बीमारियाँ

३८६. श्री बी० डी० शास्त्री : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगी कि १९५० से १९५४ तक प्रति वर्ष अनुमानतः कितने व्यक्ति संक्रामक रोगों का शिकार हुए ?

स्वास्थ्य मंत्री (राजकुमारी अमृत कौर): १९५० से १९५३ तक Part A के सभी राज्यों और अजमेर, कुर्ग व दिल्ली के Part C राज्यों में दर्ज मुख्य संक्रामक रोगों जैसे हैजा, चेचक, प्लेग, ग्रांव व दस्त और फेफड़ों के तपेदिक द्वारा हुई मौतों के बारे में एक विवरण सभा की मेज पर रख दिया गया है। [बेसिये परिशिष्ट ४, अनुबन्ध संख्या २१] इस सम्बन्ध में १९५४ की सूचना और दूसरे संक्रामक रोगों के बारे में पक्की जानकारी सरकार के पास नहीं है।

Air Agreement with U.S.S.R.

387. { Shri D. C. Sharma:
Dr. Ram Subhag Singh:

Will the Minister of Communications be pleased to state:

(a) whether any agreement on Commercial cooperation between the Civil Aviation Administration under the Council of Ministers of the U.S.S.R. and Air India International has been entered upon; and

(b) if so, its nature?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). I place on the Table of the Lok Sabha a statement giving the requisite information. [See Appendix IV, annexure No. 22]

Air-Conditioned Coaches

388. Shri S. K. Razmi: Will the Minister of Railways be pleased to state:

(a) the number of new air-conditioned coaches brought into use during the years 1954-55 and 1955-56 (upto October, 1955);

(b) the total cost involved in it;

(c) the earnings from the air-conditioned class during the same period; and

(d) whether the earnings show any increase as compared to the figures of the period before the abolition of the former first class?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 1954-55 21 coaches
1955-56 (Up to October, 32 coaches
1955)

(b) The estimated cost of coaches is Rs. 1,51,24,000 approximately.

(c) During the period 1st April to 31st October, 1955, Rs. 35 lakhs as against 28 lakhs for the corresponding period of the previous year.

(d) Yes, as will be seen from the reply to part (c) above.

Losses Due to Pilferage on Railways

389. Shri Nageshwar Prasad Sinha: Will the Minister of Railways be pleased to state:

(a) the total loss in rupees sustained by the Railways in the years 1953-54 and 1954-55 on account of pilferage of:—

(i) coal, and

(ii) other goods; and

(b) the steps taken to check this?

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

(i) Rs. 8,82,531 in 1953-54 and Rs. 8,61,570 in 1954-55.

Note:—Figures of the North Eastern, Western, Southern and Eastern Railways are not included as separate statistics are not maintained by them for losses sustained on account of pilferage of coal.

(ii) Rs. 1,15,23,873, in 1953-54 and Rs. 19,22,483 in 1954-55.