

(b) There is no such proposal and is also not justified from the traffic point of view.

### Food Crop Reports

**274. Shri T. K. Chaudhuri:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the State Governments are required to submit a fortnightly report about the state of all crops including food-crops within their States to the Food and Agriculture Ministry of the Union Government;

(b) whether such reports are received from the State Governments regularly;

(c) whether it is a fact that some State Governments recently failed to send such reports in the month of September and October this year; and

(d) the names of the defaulting States?

**The Minister of Food and Agriculture (Shri A. P. Jain):** (a) The State Governments are required to submit to this Ministry weekly and not fortnightly reports on weather and condition of all crops, including food crops.

(b) The weekly reports are received regularly though some time there are occasional delays in their receipt.

(c) No, Sir.

(d) Does not arise.

### A.C. Vestibuled Express Trains

**275. Shri R. L. Reddy:** Will the Minister of Railways be pleased to state:

(a) the total loss incurred by the bi-weekly A. C. Vestibuled Express trains run between Delhi and Madras and Delhi and Howrah till the 31st October, 1957; and

(b) the expenditure incurred on publicity to popularise the said trains during the said period?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) The cost of operation of individual trains is not ascertainable with any accuracy and it is, therefore, not possible to work out the total loss or profit in working the trams referred to.

(b) The information is being collected and will be placed on the table of the House.

### Payments to Pakistan Railways

**276. Shri Bangshi Thakur:** Will the Minister of Railways be pleased to state the amount paid per year to the Pakistan Railway as a carrying cost etc. of goods for Tripura from 1951 to 1956?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** Goods traffic between India-Pakistan since 1949 is booked on the 'Paid-To-Pay' system under which the freight on through traffic due to each country is collected by it directly from the consigner/consignee. Consignments for Tripura are sent through Rail-heads at Akhaura, Balla and Bellonia, which are Pakistan Railway stations. Consignees make payment at these stations while taking delivery for the share of freight due to the Pakistan Railway from the border stations and no payment by Indian Railways on this account is either necessary or made to Pakistan Railways.

### Power Supply to Tripura

**277. Shri Bangshi Thakur:** Will the Minister of Irrigation and Power be pleased to state whether it is a fact that during the Second Five Year Plan the Government of India propose supplying cheap electricity to encourage the establishment of local Industries and electrification of all Towns of Tripura and that for the purpose, the Tripura Administration proposes to purchase a few diesel Engines for the Divisional Towns of Tripura?

**The Minister of Irrigation and Power (Shri S. K. Patil):** The Government

of India, under the Second Five Year Plan, propose to electrify all the towns in the country, with a population of 10,000 or above. By doing so, it is intended to help the small scale industries in their development. In pursuance of this policy it is proposed to electrify initially four sub-divisional towns in Tripura viz. Dharmanagar, Kailasahar, Khowai and Udaipur, and later the four towns viz. Teliamura, Amarpur, Melagarh, and Kumarghat. There is, however, no proposal for the present to electrify all the towns in Tripura. Arrangements are being made to reserve for the Tripura Administration for the above Schemes 12 Nos. 50 KW and 4 Nos. 25 KW Diesel Generating Sets, which are being received under the Canadian Aid Programme.

### उत्तर रेलवे में गाड़ों की नियुक्ति

२७८. श्री प० लाल बाबूपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १३ अक्टूबर, १९५७ को उत्तर रेलवे में गाड़ों की नियुक्ति के लिये कोई ३५,००० उम्मीदवारों को साक्षात्कार के लिये बुलाया गया था जबकि केवल ४५० व्यक्ति ही नियुक्त किये जाने थे ; और

(ख) रेलवे कमीशन द्वारा इतनी अधिक संख्या में उम्मीदवारों को बुलाये जाने के क्या कारण हैं जब कि पहले या दूसरे दर्जे में उत्तीर्ण व्यक्तियों को ही पूर्ववर्तिता दी जानी थी?

रेलवे उमंत्री (श्री शाहनवाज खाँ) :

(क) जी नहीं ।

(ख) सवाल नहीं उठता ।

### Reservation Forms

279. Shri B. S. Murthy: Will the Minister of Railways be pleased to state:

(a) the necessity of filling up the forms at Railway stations for reservation of seats;

(b) the cost of stationery and extra staff employed; and

(c) whether any representation was made for the discontinuance of the system?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Application forms for reservation of trains accommodation have been introduced to obviate confusion and complaints likely to arise from oral applications, to ensure that only *bonafide* applicants secure reservation in proper turn and to enable the genuineness of reservations made by staff being verified by making subsequent checks with the passengers concerned.

(b) The cost of stationery is nominal being generally about 4 to 5 rupees per 1,000 forms. No extra staff have been employed except at two stations on the Central Railway, the average cost on this account being about Rs. 650 per mensem.

(c) Only two representations have been received.

### लखनऊ और बरेली के बीच रेल की पटरियाँ

२८०. श्री खुशवंत राय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के लखनऊ और बरेली स्टेशनों के बीच रेल को पटरियाँ कब बिछाई गई थी ;

(ख) उक्त पटरियाँ कब कब बदली गयीं ;

(ग) क्या यह सच है कि उक्त पटरियों का अनुमानित जीवन समाप्त हो गया है ; और

(घ) यदि हा, तो इन पटरियों को कब बदला जायेगा ?

रेलवे उमंत्री (श्री शाहनवाज खाँ) :

(क) पूर्वोत्तर रेलवे में लखनऊ और बरेली