

**Post Office at Gopalganj**

1946. **Shri Jhulan Sinha:** Will the Minister of Transport and Communications be pleased to state:

(a) since how long the building of the selection grade Post Office at Gopalganj (District Saran, Bihar) has been abandoned and the post office lodged in a small rented house;

(b) whether there is any proposal to have a new building for this post office; and

(c) if so, at what stage the matter stands at present?

**The Minister of Transport and Communications (Shri Lal Bahadur Shastri):** (a) Since 6-7-1956

(b) Yes.

(c) Action towards the preparation of preliminary drawings is in progress

**Reservation of Posts for Anglo-Indians in Railways**

1947. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state whether the entire quota of posts reserved for the Anglo-Indians under the various Railways has been availed of by them?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** No, Sir

**Surplus Machinery of River Valley Projects**

1948. **Shri Jhulan Sinha:** Will the Minister of Irrigation and Power be pleased to state:

(a) the names of the projects to which the surplus machinery of the Damodar Valley Project, Bhakra Nangal Project and Hirakud Project have been transferred since the time the machinery became surplus up to date; and

(b) the book value of these machines?

**The Minister of Irrigation and Power (Shri S. K. Patil):** (a) and (b). Statement giving the required information in respect of Damodar Valley Projects and Hirakud Projects is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 108] Information in respect of the Bhakra Nangal project has been called for from the project authorities and will be placed on the Table of the Lok Sabha as soon as possible

**Train Conductors**

1949. **Shri Jhulan Sinha:** Will the Minister of Railways be pleased to state.

(a) whether the attention of Government has been drawn to an anomalous position obtaining on the North Eastern Railway with regard to the selection of Travelling Ticket Examiners as train conductors in the Muzaffarpur region ever since 1949 where though a number of Boards have been constituted but nothing definite has been done to ensure fair selection; and

(b) if so, the exact position as it obtains now with regard thereto?

**The Deputy Minister of Railways (Shri Shah Nawaz Khan):** (a) and (b) The Muzaffarpur Region was formed in August 1952. The posts of Conductors in scale Rs 200-10-300 were sanctioned for the first time with effect from July 1952. Till then no selections had been held. According to the procedure laid down by the Railway administration a joint selection was held for posts of Conductors and Travelling Ticket Examiners in January 1955 but the same was cancelled due to certain irregularity in calling candidates. Fresh selections were, however, held during January to April 1957 and the proceedings have since been finalised

**Reserved Forests in Tripura**

1956. **Shri Bangshi Thakur:** Will the Minister of Food and Agriculture be pleased to state.

(a) the area of land included in the Reserved Forests in Tripura and the

area of arable land included in the Reserved Area; and

(b) whether the Tripura Administration has submitted to the Government of India any scheme to utilise those arable lands for rehabilitation purposes?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The area of Reserved Forests is 570 sq miles. The area of arable land inside the Reserved Forests now existing cannot be stated as demarcation of all Reserves has not been completed. It may, however, be stated that area of arable land within the Reserved Forest is not likely to be much as Reserved Forests cover mostly hilly jungle areas.

(b) No, Sir

#### Trains on Bombay-Poona Line

1951. Shri Assar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that all trains running between Bombay and Poona and Poona and Bombay always run in Khandala Ghat with the help of Ghat engine and Ghat driver except the Deccan Queen;

(b) if so, the reasons for not taking Ghat engine and Ghat drivers with the Deccan Queen,

(c) whether it is a fact that trains running in ghats without ghat engines, have to suffer a loss for each trip, and

(d) if so, why and what is that loss?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) All trains going up the Ghats, including the Deccan Queen, are banked with Ghat engines between Karjat and Lonavla. All the descending trains, except the Deccan Queen, are running double headed on the Lonavla Karjat section.

(b) Ghat engines are not attached to the Deccan Queen at Lonavla in order to save time and also avoid stopping at Karjat for detaching the same. It is assessed that eight minutes are saved under this arrangement.

(c) and (d). Loss for not attaching Ghat engine to the Deccan Queen per trip cannot be exactly assessed but the net loss may be in the region of Rs. 12.

Considering the time of arrival of the Deccan Queen at Victoria Terminus, it is operationally necessary to save eight minutes as otherwise Suburban services during the peak hour will adversely be effected.

#### Crane at Visakhapatnam

1952. Shri N. E. Munisamy: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a giant crane at Visakhapatnam was rendered useless and it is lying idle; and

(b) the steps proposed to be taken to put it back into use?

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): (a) and (b) A 45-ton Travelling Crane which was installed recently had a major breakdown. The Crane has since been repaired and recommissioned with effect from 16th December.

#### रेलवे कर्मचारी

१९५२ बी. ए. ला. वाक्याल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५६-५७ में बीकानेर डिवीजन के रेलवे विभाग में कितने व्यक्तियों को नौकरी दी गई ; और

(ख) इन में से कितने व्यक्ति अनुसूचित जातियों के थे ?

रेलवे उपमंत्री (बी. साहमबाबू का) :  
(क) तथा (ख). १९५६-५७ में ११६६ जाहजी बर्ती किये गये, जिनमें से २५२ अनुसूचित जातियों के थे ।