

(iv) The expenditure to be incurred for raising the standard of the track, so as to make it fit for passenger train operation, and in providing additional loops and other necessary terminal facilities at Ramavaram for passenger train operation, is not found justified in relation to the additional passenger earnings that are expected to accrue.

National Co-operative Marketing Federation

1761. { Shri Ram Krishan:
Shri Rami Reddy:
Shri E. Madhusudan Rao:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a National Co-operative Marketing Federation has been established recently; and

(b) if so, the main object of the Federation?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes. A society called the "National Agricultural Co-operative Marketing Federation Ltd.", has been registered as a Co-operative institution on 2nd October, 1958.

(b) The main objective of the Federation is to co-ordinate and promote the activities of the affiliated Co-operative institutions engaged in marketing and processing of agricultural and allied produce and assist and help them in internal trade as well as in export and import of commodities.

Damaged 'Skymaster' Plane

1762. { Shrimati Parvathi
Krishnan:
Shri Nagi Reddy:

Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1508 on the 23rd September, 1958 regarding accident to Night Air Service Skymaster and state:

(a) whether it is a fact that the damaged skymaster plane was left in

the open unprotected for more than a month;

(b) whether the plane has been put into operation after necessary repairs and replacements; and

(c) if so, what was the expenditure involved?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) The aircraft remained at the site of accident for about 20 days, because the Inspector of Accidents had to complete his preliminary enquiry before releasing the aircraft. Also, the Insurance Company with which the aircraft was insured, had to carry out a survey. Finally, special arrangements had to be made to remove the aircraft from the site. Necessary security guards were posted to guard the aircraft during the time it remained at the site of the accident.

(b) No, Sir.

(c) The cost of repairs to the aircraft which is insured, is estimated at about Rs. 24 lakhs.

Late Running of G.T. Express

1763. Shri Vidya Charan Shukla: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 480 on the 25th August, 1958, and state:

(a) what are the causes for the late running pinpointed by the Officers and Inspectors specially deputed to travel by Grand Trunk Express;

(b) what is the result of the special drive stated to have been instituted recently;

(c) how many directives were issued to the General Managers since 1952 to improve the performance of the Grand Trunk Express; and

(d) the particulars of instances where disciplinary action was taken against the staff?