

(b) whether Divisional Operating Superintendent, Ajmer Division Western Railway vide his Telegram No. T/215/86, dated 19th June, 1972 imposed restriction on the booking of grains, pulses and rape-seeds for more than 10 bags on the stations of Ajmer Division;

(c) if so, the reasons for imposing such restrictions and whether similar restrictions have also been imposed on other Divisions of Western Railway; and

(d) the comparative loading figures of grains, pulses and rape-seeds from 20th June to 31st July, separately for 1971 and 1972?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) Chief Operating Superintendents and Divisional Superintendents of the Zonal Railways.

(b) Yes. But by this message what was imposed was a "regulation" and not a "restrictions."

(c) To help genuine traffic in smalls by arresting splitting up of indents for full wagon loads of commodities needing use of covered wagons which were in short supply due to onset of rainy season and also due to heavy demands for cement, superphosphate and fertilizer traffic from Kandla. Such a regulation was not imposed by other Divisions.

(d) Loading of grains, pulses and rape-seeds was 544 wagons during 20-6-72 to 31-7-72 as against 854 wagons during the corresponding period of previous year.

**Over-carriage of parcels booked by passenger trains allowed by Divisional Superintendent, Ajmer**

2093, SHRI DHARAMGAJ SINGH:  
SHRI CHANDRIKA PRA-  
SAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Divisional Superintendent, Ajmer Division vide his Phone Message No. DC/24, dated the 24th July, 1972 instructed the Station Superintendent, Ajmer to allow the over-carriage of Parcels booked by Passenger trains in case these are not unloaded within the schedule period of stoppage of the train, if so, the reasons therefor;

(b) the total number of parcels over-carried beyond destination from 24th July, 1972 to 10th August, 1972, date-wise, separately for perishable and non-perishable parcels; and

(c) the percentage of loss sustained by the perishable parcels due to over-carriage and for the parcels which were entirely not received at the destination?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) Yes. The message was issued to improve punctual running of passenger trains.

(b) During the period 24-7-1972 to 10-8-1972, parcels were over-carried beyond Ajmer on four occasions. Details are as given below:—

Date	No. of parcels over-carried.		
	Perish-able	Non-Perish-able	Total
3-8-1972 . . . . .	2	4	6
4-8-1972 . . . . .	8	34	42
7-8-1972 . . . . .	102	17	119
9-8-1972 . . . . .	..	52	52

All the over-carried parcels were received back at Ajmer Over-carriage of parcels on 3-8-1972 and 4-8-1972 was due to abnormal increase in parcels booked to Ajmer on account of private transport operators' strike in Rajasthan, and on 7-8-1972 and

9-8-1972 because of Ur<sub>s</sub> Khwaja Saheb Fair.

(c) At the time of delivery, the damage to perishable consignments was assessed at between 15 to 75 per cent, the total amount of loss assessed being Rs. 1467.50 P. There was no loss in respect of non-perishable parcels.

#### **Speeding up of Trains**

2094. SHRI BANAMALI PATNAIK Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains speeded up during the last three years;

(b) the average decrease in their running time; and

(c) whether any comprehensive programme has been drawn in this regard and if so, the salient features thereof?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) and (b) In the time tables issued during 1970 to 1972, a total of about 767 trains were speeded up by 15 minutes or more, the reduction in their running time varying from 15 minutes to 240 minutes.

(c) No. The question of acceleration of trains is, however, reviewed at the time of each revision of time tables and trains are speeded up to the extent feasible.

#### **Profits earned owing to the introduction of New Trains**

2095. SHRI VARKEY GEORGE:  
SHRI B. K. DASCHOW-  
DHURY:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of new trains which have been introduced recently in the country; and

(b) the places to be served by them and the approximate profits likely to be earned therefrom?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): (a) and (b). The following new trains have been introduced in the time table which came into force from 1-11-72—

(i) A pair of Express trains between Patna and Dhanbad.

(ii) A pair of passenger trains between Chupra and Varanasi

(iii) A pair of passenger trains between Secunderabad and Nizamabad.

(iv) A pair of shuttle trains between New Jalpaiguri and Siliguri.

(v) A passenger train from Coimbatore to Vasco-da-gama

It is not possible to assess the profits likely to be earned from these trains because accounts of expenses and earnings are not maintained trainwise.

#### **Post of Permanent Judicial Commissioner in Goa**

2096 SHRI D. N. SINGH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether there is a post of permanent Judicial Commissioner in Goa;

(b) if so, the period for which there has been no permanent incumbent; and

(c) the number of posts of additional judicial commissioners lying vacant or without permanent incumbent?

THE MINISTER OF LAW AND JUSTICE AND PETROLEUM AND CHEMICALS (SHRI M. B. GO-KHALE): (a) Yes, Sir.