

(b) An experimental station has been set up at Palampur so as to help the planters in improving their cultural practices. Fertilisers are being supplied at subsidized rates to the planters of small holdings who are in a majority in this area. Besides, the growers in this area are also entitled to the other benefits already available to the tea industry in the field of production.

Meeting of General Managers of Indian Railways

*994. SHRI A. SREEDHARAN:
SHRI KAMESHWAR SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an extraordinary meeting of the General Managers of the Indian Railways was held on the 6th and 7th March, 1968;

(b) if so, what was the agenda of the meeting; and

(c) the decision taken thereat?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No extraordinary meeting was held. It is customary for the Railway Board to hold meetings from time to time with the Heads of Departments and General Managers of Zonal Railways. Accordingly, a meeting was held with Chief Operating Superintendents and General Managers of Indian Railways on 6th and 7th March, 1968.

(b) The agenda related to a review of general operation, especially in the context of less materialisation of traffic vis-a-vis anticipations, non-utilisation of existing capacities available and ways and means to put the existing assets to the best possible use with the maximum economy, and safety on Railways.

(c) (i) A more critical and statistical analysis of the Operating perform-

ance with a view to achieving optimum utilisation of existing assets;

(ii) Performance of break-of-gauge transshipment points, which constitute bottlenecks in free movement, particularly in the context of increasing labour difficulties, need for mechanising, wherever necessary etc. etc.

(iii) Review of the activities of the Marketing & Sales Cells on the Railways for promotion of rail traffic.

(iv) Augmenting of revenue by prevention of ticketless travelling and special watch thereon; and

(v) Achievement of maximum economy, particularly in operating and fuel expenses and personnel.

लम्बी यात्रा वाली गाड़ियों में तीसरे दर्जे के और अधिक डिब्बे लगाना

*995. श्री श्री० प्र० त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि लम्बी यात्रा वाली गाड़ियों के अधिकतर डिब्बे इस समय आरक्षित होते हैं और अन्य यात्रियों के लिये एक अथवा दो डिब्बे ही अनारक्षित रहते हैं;

(ख) क्या यह भी सच है कि आरक्षित टिकटों वाले यात्रियों की तुलना में तृतीय श्रेणी के अन्य यात्रियों से सरकार को अधिक आय होती है;

(ग) यदि हां, तो उन लोगों की बजाय जिनसे रेलवे को अधिक आय होती है अन्य व्यक्तियों के लिये अधिक स्थानों की व्यवस्था किये जाने के क्या कारण हैं;

(घ) क्या तीसरे दर्जे के डिब्बों की संख्या बढ़ाने का सरकार का विचार है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चं० सु० पुनाचा) :

(क) प्रत्येक गाड़ी की स्थिति भिन्न-भिन्न होती है। लेकिन यह सच है कि लम्बी दूरी वाली कुछ महत्वपूर्ण गाड़ियों में अनारक्षित डिब्बों की संख्या से आरक्षित डिब्बों की संख्या अधिक होती है।

(ख) और (ग) आरक्षित और अनारक्षित डिब्बों में यात्रा करने वालों से होने वाली आमदनी के आंकड़े अलग-अलग नहीं रखे जाते।

लम्बी दूरी वाले यात्रियों को आराम पहुंचाने के लिए आरक्षित स्थानों की सुविधा मुख्य रूप से लम्बी दूरी वाली डाक और एक्सप्रेस गाड़ियों में दी गयी है ताकि ऐसी गाड़ियों में भीड़-भाड़ कम की जा सके और लम्बी दूरी वाले यात्रियों को न केवल प्रारम्भिक स्टेशनों पर, बल्कि मार्ग में भी निश्चित स्थान दिये जा सकें। प्रत्येक गाड़ी में आरक्षण के लिए अलग रखी जाने वाली जगहों की संख्या उन गाड़ियों में स्थान चाहने वाले लम्बी दूरी के यात्रियों की संख्या को ध्यान में रख कर बड़ी सावधानी से निश्चित की जाती है।

(घ) जी हां, बशर्ते गाड़ियों में गुंजाइश हो और अन्य श्रेणियों के यात्रियों की जरूरतों को भी ध्यान में रखते हुए।

(ङ) सवाल नहीं उठता।

Cheating at Gaya station by Diverting wagons to other stations

*996. SHRI SRINIBAS MISRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large scale cheating by diverting wagons to other stations and taking delivery on forged Railway receipts have been detected at Gaya station;

(b) if so, the *modus operandi* of the persons concerned;

(c) the total estimated amount involved; and

(d) the steps taken to check it?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). There has been no large scale fraudulent diversion of wagons and delivery on forged Railway receipts. There has, however, been one such case at Manpur near Gaya on Eastern Railway, wherein wagons containing consignments of linseeds booked ex-Sitamarhi (North Eastern Railway) to Chitpur (Eastern Railway) were fraudulently diverted to Manipur, being transhipped at Garhara and taken delivery on forged Railway receipt.

(c) Rs. 50,000.

(d) A statement giving the required information is laid on the table of the Sabha. [Placed in Library. See No. LT-705/68].

Inventor of Suri Transmission System

*997. SHRI K. RAMANI:
SHRI JYOTIRMOY BASU:
SHRI E. K. NAYANAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the present Director of the Central Mechanical Engineering Research Institute is the inventor of Suri transmission system;

(b) whether his invention was an outcome of research within the railway establishment;

(c) whether his visit to Germany was arranged/paid for by the Railways;

(d) whether he took a patent for his invention and if so, where; and