

STATEMENT

Names of the parts affected:

Moti Nagar; G. B. Road, Delhi; Kishan Ganj, Delhi; Vinay Nagar, New Delhi; Bazar Sitaram, Delhi; Khari Baoli, Delhi; Najafgarh Road, Delhi; Shanti Nagar, Delhi; Subzimandi, Delhi; Chandni Chowk, Delhi; Village Wazir-pur, Delhi; Village Palam, Delhi; Village Bazidpur, Delhi; Nirankari Colony (Village Dhaka); Bara Hindu Rao, Delhi; Yamuna Bazar, Delhi; Sadar Bazar, Delhi; Ajmeri Gate, DeDii; Rajinder Nagar, New Delhi; Machhli-walan, Delhi; Model Town, Delhi; Diplomatic Enclave (Coolicamp); Serai Khalil, Delhi; Railway Station, Delhi; Turkmangate, Delhi; Karol Bagh, Delhi and Delhi Gate, Delhi.

PROVISION OF ELECTRIC FANS IN THIRD CLASS BOGIES

*572. SHRI DEOKINANDAN NARAYAN: Will the Minister of RAILWAYS be pleased to state the number of third class bogies on the Indian Railways:—

- (i) which still remain to be fitted with electric fans; and
- (ii) which are to be fitted with fans during the current year?

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (i) 2041 III class coaches are still required to be fitted with fans.

(ii) 223 III class coaches are expected to be fitted during this year.

LATE RUNNING OF TRAINS IN THE HILL SECTION OF THE NORTH-EAST FRONTIER RAILWAY

*573. SHRI J. B. HAGJER: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that trains in the Hill Section of the North East Frontier Railway run late regularly;

(b) if so, the reasons for such late runnings; and

(c) whether any action has been taken to remove those causes; if so, what action has been taken?

.65 R.S.D.—3.

THE DEPUTY MINISTER OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) There has been a set-back in the punctuality of trains running on the Lumding-Badarpur and Siliguri-Darjeeling Hill sections of the N.E.F. Railway during the last few months.

(b) and (c). A statement is laid on the Table of the Sabha.

STATEMENT

Reasons for irregular running of trains in the Hill section of the North-East Frontier Railway and the steps taken to improve the performance of the trains

(a) The main reasons for the deterioration in the punctuality performance of the trains are as under:—

Lumding-Badarpur section.—(i) Border trouble and suspension of trains running by Eastern Bengal (Pakistan) Railway from Latu to Karimganj in March 1958 resulting in increased movement of goods traffic on Lumding-Badarpur section. Increased goods traffic not only for Cachar District but for Tripura State is also moving by All India route and passenger carrying mixed trains on the section had to carry goods loads to full tonnage in both directions.

(ii) Hostile activities of Nagas on the section in April and May 1958 leading to suspension of night running of trains for 15 days during the period necessitating patrol trains to be run thus affecting the capacity of the section.

(iii) Breaches due to heavy rains between Maibong and Dauto-haja in May 1958. Land slides in various block sections due to heavy rains during June and July 1958.

(iv) Water trouble at Langting and accidents.

Siliguri-Darjeeling section.— (1)
Late start from Siliguri Jn. for
connecting main line trains.

(ii) Accidents during April and May.

(iii) Land slips during June, July and
August 1958.

(b) The following steps have been taken to
improve the performance of the trains:—

Lumding-Badarpur section.— »(i)
Goods loads by mixed trains
reduced as far as possible by
clearing goods stock on goods
trains.

(ii) Institution of punctuality drives by
the Officers of the Traffic and
Mechanical departments.

(iii) N. F. Railway have also been asked
to take special steps to improve
performance of trains on the
section.

Siliguri-Darjeeling section.—
Efforts are being made to bring
main line trains at Siliguri Jn. at the
scheduled time to ensure right time
start of trains running on this sec-
tion.

**CLASS III AND CLASS IV STAFF OF THE POSTS
AND TELEGRAPHS DEPARTMENT STATIONED
AT CUTTACK**

*574. SHRI BIBUDHENDRA MISRA: Will
the Minister of TRANSPORT AND
COMMUNICATIONS be pleased to state:

(a) what is the total number of class III
and class IV staff of the Posts and Telegraphs
Department which is at present stationed at
Cuttack; and

(b) what percentage of departmental staff
quarters is admissible to such staff under the
rules and how many of them have so far been
provided with quarters?

THE MINISTER OF TRANSPORT AND
COMMUNICATIONS (SHRI S. K. PATIL):

(a) Class HI Staff 376

Class IV Staff 236

(b) No rules have been laid down regarding
the percentage of staff to be provided with
quarters at different stations. The number of
quarters provided to Class III and Class IV
staff" is as follows:

Class III .. 26 units

Class IV 16 units

**जुताई की रकम के बारे में कमी करने
के लिये कमेटी की नियुक्ति**

*५७५. श्री राम सहाय : क्या खाद्य
तथा कृषि मंत्री यह बताने की कृपा करेंगे कि
क्या केन्द्रीय सरकार का विचार है कि भेलसा
तथा गुना जिलों के कृषकों पर जुताई की
रकम के बारे में सेंट्रल ट्रैक्टर ऑर्गेनाइजेशन
के मतालब्ध में आवश्यक कमी करने तथा इस
कमी की ५० फी सदी की पूर्ति राज्य सरकार
द्वारा तथा ५० फी सदी की पूर्ति केन्द्र द्वारा
किये जाने की व्यवस्था करने के लिये कोई
कमेटी नियुक्त की जाये; यदि हां, तो इस
सम्बन्ध में क्या कार्यवाही की जा रही है

**t [APPOINTMENT OF COMMITTEE FOR
MAKING REDUCTION IN RESPECT OF
PLOUGHING CHARGES**

*575. SHRI RAM SAHAI: Will the Minister
of FOOD AND AGRICULTURE be pleased to state
whether the Central Government propose to
appoint any committee for making necessary
reduction in the requirement imposed by the
Central Tractor Organisation on the cultivators
of Bhelsa and Guna Districts in respect of
ploughing charges and for arranging 50 per
cent of this reduction to be met by the State
Government and 50 per cent by the Centre; if
so, what steps are being taken in this
connection?]

**खाद्य तथा कृषि मंत्री (श्री ए० पी०
जेन) : इस प्रश्न पर भारत सरकार तथा**

†[] English translation.