

are given to them for multiplication in climatically suitable areas where the European-type vegetable seeds can be produced.]

**LATE-RUNNING OF TRAINS ON SUBURBAN RAILWAYS IN CALCUTTA AND HOWRAH**

•139. DR. A. N. BOSE: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the late-running of trains on the suburban railways in Calcutta and Howrah; and

(b) what steps, if any, have been taken by Government to prevent such late-running?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b). A statement is laid on the Table of the Rajya Sabha.

**STATEMENT**

(a) There had been some deterioration in the running of trains (Steam) in the suburban areas mainly due to:—

(i) increase in salinity of boiler feed water on Sealdah Division.

(ii) Public interference to train operation.

(iii) Engineering works on the Howrah-Burdwan chord and re-modelling at Burdwan Station in connection with electrification.

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

(i) 30 engines were transferred to Sealdah from other Divisions of the Eastern Railway as also other Railways to release defective engines for a proper overhaul in loco sheds and workshops;

(ii) two tube-wells are being sunk, one at Narkeldanga and

another at Chitpur of Sealdah Division. Water from these tube-wells, when completed, will be pumped into the same overhead tank where the river water is stored so that the salinity may be reduced when mixed with sweet water from the tube-wells;

(iii) sweet water in tank wagons was shuttled daily from out stations to dilute the feed water from Hooghly and reduce salinity;

(iv) experiments were continued in regard to water treatment method;

(v) experts in welding and chemical water treatment were brought to the spot and corrective action taken where possible;

(vi) special arrangements were made for getting extra welding sets and welders;

(vii) special gangs of boiler makers etc., were engaged to undertake the heavy de-tubing and re-tubing work involved; and

(viii) time Table was revised increasing the running time for Office locals, to help Office Workers arrive Calcutta and reach Office in time.

**NON-AVAILABILITY OF VARIOUS POSTAL FORMS IN POST OFFICES**

♦140 SHRI DEOKINANDAN NARAYAN: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that different forms such as telegram forms, telegram covers, money order forms and postal receipts, are not available in many of the post offices in the country; and

(b) what are the reasons for the same?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI S. K. PATIL) : (a) There have been shortages of certain classes of forms in Post Offices in Southern, Eastern and Central parts of the country which

are supplied by the Calcutta Forms Store.

(b) The shortages are mainly due to the limited capacity available with the Government Presses, non-ability of private presses to undertake the work and the general shortage of paper.

**TARGET FOR FOOD PRODUCTION IN THE COMMUNITY DEVELOPMENT AND NATIONAL EXTENSION SERVICE BLOCKS**

•141. SHRI DEOKINANDAN NARAYAN: Will the Minister of COMMUNITY DEVELOPMENT be pleased to state whether any target has been fixed for the year 1958-59 for food production in the Community Development and National Extension Service Blocks?

THE MINISTER OF COMMUNITY DEVELOPMENT (SHRI S. K. DEY) : It was decided at the Sixth Development Commissioners' Conference held at Mussoorie in April, 1957 that the agricultural production of blocks should increase by 50 per cent in irrigated and assured rainfall areas and by 30 per cent, in the remaining areas by the end of the Second Five Year Plan. In pursuance of this policy the State Governments fix their targets from year to year. The precise information with regard to the targets for 1958-59 is not available and is being collected from the State Governments. It will be laid on the Table of the House when received.

**THROUGH UPPER CLASS BOGIE BETWEEN DELHI AND HISSAR**

•142. SHRI JUGAL KISHORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether one first class bogie used to run between Delhi and Sirsa *via* Hissar before 1st April, 1958;

(b) whether it has since been stopped; if so, for what reasons; and

(c) whether Government propose to reintroduce the service?

1 3E DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes, but a four wheeler and not a bogie coach.

(b) Yes, due to lack of traffic justification.

(c) It is proposed to replace the third class bogie coach, at present running between Delhi and Sirsa by a composite first and third class coach as and when such coaches become available.

**ARREARS IN RESPECT OF TELEPHONE TRUNK AND OTHER CALLS**

•143. SHRI JUGAL KISHORE: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the amount which was in arrears in respect of telephone trunk and other calls on the 31st March 1958; and

(b) what are the reasons for such arrears?

THE MINISTER OF TRANSPORT AND COMMUNICATIONS (SHRI S. K. PATIL): (a) and (b). A statement is laid on the Table of the Sabha.

**STATEMENT**

1. On 31st March, 1958 a sum of Rs. 50'45 lakhs, on account of telephone rental (including local call charges) and trunk call charges was outstanding in respect of bills issued up to 31-3-1957. A break-up of the figures in trunk and local call charges is not readily available.

2. In any large commercial concern having a large volume of business, as the telephone branch has, there is bound to be some outstanding due to delays in payment. The Department is making constant efforts to keep the amount of outstanding within a reasonable proportion, as will be indicated by the fact that the percentage of outstandings to revenue collected in 1950-51 was 57 as compared to 2-8 in 1957-58.