

THE MINISTER FOR COMMUNITY DEVELOPMENT (SHRI S. K. DEY): Amounts sanctioned and spent upto 31st December, 1956 are Rs. 73.86 lakhs and Rs. 28.72 lakhs respectively.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, how many of these pilot projects are at present working in India?

SHRI S. K. DEY: Twenty-six.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, how they are selected and how do these projects differ from the ordinary community projects in the N.E.S. areas?

SHRI S. K. DEY: Sir, these projects do not differ from the ordinary projects except in the sense that we are concentrating in these areas on village and small-scale industries.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, if any particular industries are selected for particular projects?

SHRI S. K. DEY: Yes, according to the raw materials, the local skill and the market available.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, if any targets are fixed for all these industries in these pilot projects?

SHRI S. K. DEY: The target is the maximum practical employment of unemployed and under-employed population in these areas.

SHRI DEOKINANDAN NARAYAN: May I know, Sir, if all the N.E.S. centres are likely to be converted into pilot projects, if the present experiment succeeds?

SHRI S. K. DEY: Sir, they will cease to be pilot projects when we cover the whole country with industrial development.

#### TELECOMMUNICATION COPPER WIRE THEFTS BETWEEN CALCUTTA AND DELHI

"208. SHRI MAHESWAR NAIK: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) whether it is a fact that theft of telecommunication copper wires between Calcutta and Delhi has been on the increase continuously; and

(b) what are the comparative figures of such thefts during the last three years and what is the loss sustained by Government on this account during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI HUMAYUN KABIR): (a) Yes, Sir.

(b) (i) The figures for the last three years are:—

SHRI MAHESWAR NAIK: Is there any

1954-55	1403
1955-56	1821
1956-57	2646

(ii) The value of the material lost during the last three years is:—

1954-55	Rs. 5,53,261
1955-56	Rs. 5,21,159
1956-57	Rs. 7,37,405

truth in the statement which appeared in the press that the losses on account of thefts of copper wires have come to Rs. 9 crores or something like that?

SHRI HUMAYUN KABIR: Sir, I have given the figures. The loss in 1956-57 was Rs. 7,37,405.

SHRI MAHESWAR NAIK: May I know, Sir, whether there is any machinery employed to check such thefts?

SHRI HUMAYUN KABIR: Well special steps have been taken. In view of these increasing losses and thefts, various measures have been taken. The first of these was the enactment of a special law called the Telegraph

Wires Unlawful Possession Act, 1950. Then the electronic devices for quick and accurate detection of thefts have also been instituted. A special police squad has been employed in West Bengal since 1949. Small sums have been placed at the disposal of police authorities for offering rewards, and very recently it has been decided to have mobile units in West Bengal. But the real cure will be when we are able to undertake our programme of having underground cables, and the work is progressing in that direction.

SHRI SONUSING DHANSING PATIL:  
How many thieves have been apprehended?

SHRI HUMAYUN KABIR; I ask for notice.

SHRI P. D. HIMATSINGKA: In which areas do these thefts occur?

SHRI HUMAYUN KABIR: These thefts occur in various areas, but the heaviest concentration has been between Calcutta and Asansol.

SHRI P. D. HIMATSINGKA: Can't any steps be taken to prevent these thefts because they are overhead wires and miles lengths of wires?

SHRI HUMAYUN KABIR: As I have already said, various measures have been taken and the position is being gradually controlled. Specially with this posting of 5 mobile units, it is hoped that the situation will improve.

SHRI MAHESWAR NAIK: May I know, Sir, whether these thefts have occurred also of telecommunication wires intended for railways?

SHRI HUMAYUN KABIR: Sir, I have no information about the railways.

#### **DISMANTLING OF EX-D.H. RAILWAY**

◆209. SHRIMATI MAYA DEVI CHETTRY:  
Will the Minister for RAILWAYS be pleased to state:

(a) whether Government propose to dismantle the ex-Darjeeling Himalayan Railway Section because it is not a paying section;

(b) when this section was established and whether it was a paying concern during its management by the company; and

(c) what is the reason of the present loss and what is the amount of loss incurred by this Railway every year?

THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) No such decision has been taken.

(b) This section under Company management was established and open to traffic during the years between 1880 to 1885 and was a paying concern during the Company's time, that is, up to 1947-48.

(c) A statement showing the loss year by year since 1949-50 is laid on the Table of the Sabha. [See Appendix XVII, Annexure No. 31.] Up till the time the railway was purchased by the Government of India in October, 1948, road traffic in the area formed only a small proportion of the rail traffic, with the result that the railway was running at profit during the Company's regime. Since then, with the rapid increase of road traffic and consequent diversion of traffic from railway to road and the inevitable increased expenditure due to the absorption of the D.H. Railway Co.'s staff on Indian Government Railways scales of pay and conditions of service, there has been a steadily mounting loss which is in the region of Rs. 25 lakhs per annum at present.

SHRIMATI MAYA DEVI CHETTRY: May I know, Sir, whether the Railway Board has been consulted by the West Bengal Government regarding dismantling this line and widening the road to provide more facilities for buses and trucks? If so, what was the opinion of the Railway Board?