

Calcutta bound night air service plane from Nagpur had to return to Nag-pur a few minutes after take off due to mechanical trouble and the aircraft for Madras which had not left Nagpur by that time was proposed to be utilised for making the trip to Calcutta. The passengers who were on the Madras bound plane were requested to get down but refused. Ultimately the same aircraft left for Madras after some delay.

(c) No complaint was received.

SHRI M. GOVINDA REDDY:  
May I know, Sir, when the trouble was discovered ?

SHRI RAJ BAHADUR : Sir, the aircraft took off, and after some time it came back, because propeller No. 4 was overspeeded.

SHRI M. GOVINDA REDDY :  
May I know, Sir, whether it is a fact that the plane took off much later to another destination ?

SHRI RAJ BAHADUR : I have said that it was brought back and when the passengers were asked to emplane another aircraft, they refused, and later on they were booked up by the Bombay-Calcutta plane.

SHRI M. GOVINDA REDDY: May I know, Sir, whether the same plane, in which the trouble was discovered, was flown after the plane for Madras took off?

SHRI RAJ BAHADUR: That is usually the case. The propeller was attended to and the defect remedied, and then it took off.

SHRI M. GOVINDA REDDY.  
Why was it not possible for the same plane to have taken off in the direction for which it was originally intended ?

SHRI RAJ BAHADUR: The defect was noticed by the pilot after the aircraft was airborne, and he thought it to be safe to come back, because safety is the first target for these planes.

SHRI M. GOVINDA REDDY:

Sir, is it a fact that an hon. Member of this House wrote in this connection to the Ministry and no reply was received in this matter ?

SHRI RAJ BAHADUR : Sir, so far as my information goes, no complaint was received.

SHRI P. S. RAJAGOPAL NAIDU :

Sir, may I know why the passengers who were already seated in the Madras plane were asked to get down in order to give preference to the passengers bound for Calcutta ?

SHRI RAJ BAHADUR : Formerly, the rule was that because the Madras plane took off last, it used to serve as a stand-by too till some other arrangement could be made. So, it was because of that that was done. But now that practice has been abandoned.

SHRI P. S. RAJAGOPAL NAIDU : In that case, Sir, there is discrimination between passengers going to Madras and those going to other places.

SHRI RAJ BAHADUR : Anyway, if that was discrimination, it has been done away with, now.

#### ORDERS FOR INDUSTRIAL LOCOMOTIVES

\*368. SHRI M. VALIULLA (ON BEHALF OF MOULANA M. FARUQI) :  
Will the Minister for HEAVY INDUSTRIES be pleased to state:

(a) whether the Tata Iron and Steel Company Limited has placed orders with the International General Electric Company for seven industrial locomotives ;

(b) if so, at what cost; and

(c) to what extent the production capacity of the Tata Iron and Steel Company Limited is expected to increase on receipt of these locomotives ?

THE MINISTER FOR HEAVY INDUSTRIES (SHRI MANUBHAI SHAH): (a) Yes, Sir.

(b) 696,955 00 F. A. S. New York.

(c) These locomotives are required in connection with Tatas expansion programme. On completion of this programme the production capacity of the firm will increase to 5 million tons of saleable steel.

SHRI M. VALIULLA: May I know, Sir, what is the type of such locomotives, and also whether they are not manufactured in India ?

SHRI MANUBHAI SHAH: Sir, these are very special types of diesel locomotives which are not manufactured in the country, nor are they useful for the normal railway traction. They are good for shunting in the factory areas.

SHRI MAHESWAR NAIK : May I know, Sir, whether it is only the Tata factories which are contemplating to use these industrial locomotives, or are there some other factories also which are contemplating to use these locomotives ?

SHRI MANUBHAI SHAH : Only Tata factories. Sir, so far as we know.

**SCHEMES DRAWN UP BY THE NATIONAL INDUSTRIAL DEVELOPMENT CORPORATION FOR THE MANUFACTURE OF PRINTING MACHINERY**

\*369. SHRI M. VALIULLA. (ON BEHALF OF MOULANA M. FARUQI) : Will the Minister for HEAVY INDUSTRIES be pleased to refer to the reply given to Starred Question No. 269 on the 7th March 1956, in the Rajya Sabha and state:

(a) what schemes have been drawn up by the National Industrial Development Corporation for the manufacture of printing machinery ; and

(b) what steps have been taken towards the implementation of those schemes ?

THE MINISTER FOR HEAVY INDUSTRIES (SHRI MANUBHAI SHAH) : (a) and (b). Sir, No schemes 2-61 R. S./56

have been drawn up so far. But studies and surveys are under examination.

SHRI M. VALIULLA: Have any firms come forward to do this work?

SHRI MANUBHAI SHAH: Yes, Sir. About three firms have come forward and more are expected to come.

SHRI M. VALIULLA : May I know the help held out to these people to start production of this machinery ?

SHRI MANUBHAI SHAH: The normal assistance which the Government is expected to give to any industry will also be given to this industry ?

SHRI M. VALIULLA : What is the normal assistance ?

SHRI MANUBHAI SHAH : Technical guidance, licensing of proper capacities and, in case any credit is required, financial help also from credit Institutions in the country.

**AIRCRAASH AT SINGERBIL AIRPORT**

♦370. SHRI M. VALIULLA (ON BEHALF OF MOULANA M. FARUQI) : Will the Minister for COMMUNICATIONS be pleased to state:

(a) whether an Indian Airlines freighter crashed while landing at Singerbil Airport, seven miles from Agartala on the 19th October, 1956 ; and

(b) if so, what was the cause of the crash ?

THE MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR): (a) An Indian Airlines Corporation Dakota engaged on a scheduled freighter service from Calcutta Agartala crash on the 19th October 1956; at 0459 hrs. 1ST, just outside the boundary of Agartala airport which is in the area locally termed as "Singerbil".

(b) The accident is attributed to the aircraft hitting trees during missed approach procedure after the