

SHRI S. MAHANTY: With due deference may I know, Sir, what these worthies produced?

DR. P. S. DESHMUKH: They produced resolutions. (*Laughter.*)

**COST OF INTERIOR DECORATION OF A SUPER CONSTELLATION AIRCRAFT**

\*58. SHRI NARAYANDAS DAGA Will the Minister for COMMUNICATIONS be pleased to state:

(a) the cost of the interior decoration work carried out in the Air India International's first Super Constellation aircraft at Amsterdam; and

(b) whether it was not possible to have the work done in India?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR): (a) It was not interior decoration work but the installation of galley equipment in the first two Super Constellation aircraft of Air India International which was carried out at the works of the K.L.M. in Amsterdam. The cost of this installations was \$2,400 for both planes.

(b) Having regard to the specialised nature of the work, the Corporation decided that the installation of galley equipment on the first two Super Constellations would be best done by the makers of the equipment themselves, viz., Messrs. K.L.M. at Amsterdam.

**THROUGH COACHES ON GRAND TRUNK EXPRESS TRAINS**

\*59. SHRI NARAYANDAS DAGA. Will the Minister for RAILWAYS be pleased to state:

<a> the number of through passenger coaches from Hyderabad to Delhi used on the Grand Trunk Express trains during the year 1952-53; and'

(b) whether the number of such through coaches has been reduced during the year 1954; and, if so, by how much?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Two.

(b) One of the two through-service carriages was withdrawn from 25th December 1953. From 10th June 1954, however, its running has been restored on three days in the week, when the air-conditioned coach between Delhi and Madras does not run.

SHRI NARAYANDAS DAGA: Was any passenger census taken when the reduction was made?

SHRI O. V. ALAGESAN: When the bogie was withdrawn it was replaced by a through II class bogie between Madras and Delhi as the II class accommodation between these places was considered inadequate.

SHRI V. K. DHAGE: The question was whether the number of passengers travelling between Hyderabad and Delhi justified the discontinuance of the bogie.

SHRI O. V. ALAGESAN: Sir, the capacity of the Grand Trunk Express is limited. It cannot haul over a certain number of carriages. So when this facility of an additional II class bogie was given on the Madras-Delhi section, then we decided to withdraw one of the two coaches, but, as I have said in my answer, since the 10th of June we are running an additional III class bogie on non-air-conditioned days.

SHRI P. SUNDARAYYA: So, are we to take it that in the interests of the II class passengers you withdrew a III class coach from Hyderabad to Delhi?

SHRI O. V. ALAGESAN: If that gives any consolation to my hon. friend he can think like that.

SHRI P. SUNDARAYYA: I want to know the policy of the Government. Whenever the question of providing bogies or carriages for the passengers