

SHRI ABID ALI: That information is not here. If the hon. Member puts a question I will supply it.

SHRI S. MAHANTY: Will the hon. Minister please indicate the nature of the other grounds?

SHRI ABID ALI: That is in the Act under which these exemptions can be ~~agreed~~ ^{agreed} ^{f/a} ⁻ ^{TLd}

CLAIMS OF THE CENTRAL TRACTOR ORGANISATION FOR SERVICES RENDERED

•101. SHRI S. MAHANTY (ON BEHALF OF SHRI P. C BHANJ DEO): Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) the outstanding amounts of claims against various parties for services rendered by the Central Tractor Organization; and

(b) whether the above amounts have been shown as an asset in the Balance Sheet of the Central Tractor Organization?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA) : (a) The total outstanding amounts of claims against various parties for the services; rendered by the Central Tractor Organisation, as on 31st March 1953, was Rs. 4,57,04,267.

(b) Yes, Sir.

SHRI S. MAHANTY: What steps have been taken to realise these arrears?

SHRI M. V. KRISHNAPPA: Almost the entire amount is being realised.*

LEASE OR SALE OF LAND IN THE VISAKHAPATNAM HARBOUR AREA TO CALTEX OIL COMPANY

*109. SHRI S. N. MAZUMDAR (ON BEHALF OF SHRI PRASADARAO): Will the Minister for RAILWAYS be pleased to state:

(a) whether it is a fact that land in the Visakhapatnam harbour area which was under the continued tenancy

of peasants has now been sold or leased to Caltex Oil Company;

(b) whether any representation has been received by Government on this subject; and

(c) whether Government have given compensation to these aggrieved peasants?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) No sale or lease of land to the Caltex Oil Company has been effected as yet.

(b) No, Sir.

(c) Does not arise.

PROF. G. RANGA: Where is the land, Sir, that the Government of India propose to allot to this Caltex Company in order to establish the oil refinery?

SHRI O. V. ALAGESAN: The land belongs to the Visakhapatnam Port.

PROF. G. RANGA: Does it not belong to any private individual?

(No reply)

REPRESENTATION FOR ADDING ADDITIONAL BOGIE TO THE GRAND TRUNK EXPRESS

•110. SHRI S. N. MAZUMDAR (ON BEHALF OF SHRI PRASADARAO): Will the Minister for RAILWAYS be pleased to state:

(a) whether Government have received any representation for attaching an additional bogie to the Grand Trunk Express Train, from Bezwada; and

(b) if so, what action has been taken by Government thereon?

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

(b) Apart from lack of traffic justification for the provision of a through coach service from Bezwada, there is

also no room on the Grand Trunk Express trains for an extra coach, as these trains are running with the maximum permissible load between Bezwada and ItarsL

SHRI S. N. MAZUMDAR: I thought that my friend would ask me to wait for the discussion on the Railway Budget.

SHRI KISHEN CHAND: From Hyderabad two bogies used to be attached to the Grand Trunk Express whereas only one is being attached now which means that one more bogie can be attached in the Grand Trunk Express from Bezwada. Is it not possible for the Railway Minister to consider this?

SHRI O. V. ALAGESAN: That has been redistributed for through passengers. In fact a four-berth compartment has been set apart for reservation from Bezwada for the past two or three months. Even those four seats have not been fully occupied. In fact over a period of 52 days, out of 1208 berths only 78 berths were utilised. That is to say, only 35.5 per cent were utilised.

SHRI KISHEN CHAND: I was giving information to the Minister not from the point of view of berths being occupied or not being occupied; but I was pointing out that formerly two bogies were attached from Hyderabad in the Grand Trunk Express whereas now only one is attached. That means that there is a possibility of attaching one more bogie to the train from Bezwada.

SHRI O. V. ALAGESAN: I have already answered the hon. Member's question. I said that the accommodation that was available in the extra bogie from Hyderabad was redistributed to through passengers which is being utilised at Madras itself.

PROF. G. RANGA: Is it not a fact that one special bogie is being attached at Madras to run up to Nagpur which is being detached at Nagpur?

Would it not be possible for the Government to continue that right up to Delhi so that there would be more accommodation for people who entrain the Grand Trunk Express at Bezwada and other places?

SHRI O. V. ALAGESAN: There is a special bogie attached at Nagpur also which runs between Nagpur and Delhi.

PROF. G. RANGA: With the result, as it happens, that if one gets into this bogie at Bezwada he is obliged to get down at Nagpur and then again try his luck for a berth in the other carriage. Would it not be possible for the Government to do that even without having to increase the load?

SHRI O. V. ALAGESAN: There are two parts in my answer to the question. I said that there was no traffic justification, apart from the fact that it was hauling the maximum load—First Class—Nil; Second Class—.5; Inter Class—.5; Third Class—3.7. This is the passenger traffic that is available from Bezwada, not only from Bezwada but also from the north-east stations either. So there is no traffic justification.

SHRI K. L. NARASIMHAM: How many seats are reserved from Bezwada to Delhi?

SHRI O. V. ALAGESAN: There is no reservation in III Class.

SHRI R. U. AGNIBHOJ: His question was whether it was possible that an additional bogie is attached from Nagpur station for Delhi while another one comes straight from Bezwada. Is it not possible for the railway authorities to allow that Bezwada bogie to remain in the train in addition to the bogie which comes from Nagpur also?

MR. CHAIRMAN: That is not exactly his question.

SHRI K. L. NARASIMHAM: Four seats are allotted for passengers coming from Bezwada to Delhi in II Class. I want to know the number of seats

allotted in III class from Bezwada to Delhi.

SHRI O. V. ALAGESAN: I said that there was no reservation. If there is space certainly they can get in.

SHRI K. L. NARASIMHAM: It is because of difficulties in shunting operations that you are not attaching a bogie at Bezwada.

MR. CHAIRMAN: That is your suggestion.

PROF. G. RANGA: Is it not a fact that the railway staff inform the passengers or the intending passengers that since Bezwada is an intermediary station there can be no special reservation of seats to be occupied from Bezwada right up to Delhi and therefore they will not be able to guarantee any berth at all at Bezwada station? That may be one of the reasons why these seats go vacant in that manner.

SHRI O. V. ALAGESAN: No, Sir. As I said, this reservation has been given effect to for about 52 days or two months.

PROF. G. RANGA: People do not know that it is so.

SHRI O. V. ALAGESAN: They would have known by now. Two months is a sufficiently long period.

MR. CHAIRMAN: The questions are over.

WRITTEN ANSWERS TO QUESTIONS

FINANCIAL RETURNS FROM THE SALEM-METTUR SECTION OF THE SOUTHERN RAILWAY

*97. SHRI T. S. PATTABIRAMAN: Will the Minister for RAILWAYS be pleased to state:

(a) whether the Salem-Mettur Section of the Southern Railway is operating at a loss;

(b) if so, what is the estimated loss every year:

(c) whether Government have received any representation for changing the existing alignment of the railway lines in order to increase traffic; and

(d) if answer to part (c) above be in the affirmative, what action has been taken on that representation?

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

(b) The average annual loss during the period of five years from 1948-49 to 1952-53 is Rs. 75.913.

(c) Yes.

(d) The representationists have been informed that the proposal will be examined.

COMPENSATION FOR GOODS AND PARCELS LOST IN TRANSIT

*98. SHRI T. S. PATTABIRAMAN: Will the Minister for RAILWAYS be pleased to state:

(a) the total amount of compensation paid by the Railways in the years 1951, 1952 and 1953 for goods and parcels lost in transit; and

(b) the total expenditure incurred by the Railways on the watch and ward establishments in each of those years?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The total amount of compensation paid by the Railways for goods and parcels lost in transit during the years 1951, 1952 and 1953 was Rs. 2,21,24,867. Rs. 2,25,85,342, and Rs. 2,06,38,761, respectively.

(b) The total amount of expenditure incurred on the watch and ward Establishments during the years 1951,