

unsuitable because it involves heavy bridging across numerous dead and flowing channels of the Kosi River and cannot be more than a fair weather connection on account of the instability of this River.

The construction of a railway line in this particular area cannot be considered until the Kosi River has been controlled.

TICKETLESS TRAVELLING

146. Shri L. J. Singh: Will the Minister of Railways be pleased to state:

(a) the number of ticketless travellers detected in the year 1952;

(b) the amount realised as fines or otherwise; and

(c) whether they are on the increase or decrease as between the years 1951 and 1952?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 70,72,912.

(b) The amount of fines realized during the same period is Rs. 4,79,459 and the amount of fare and penalty realized is Rs. 1,43,65,998.

(c) The number of passengers detected travelling without ticket has decreased.

SHIFTING OF TELEPHONE MACHINERY FROM HYDERABAD

147. Shri Heda: (a) Will the Minister of Communications be pleased to state whether it is a fact that soon after the integration of Hyderabad State some telephone machinery was shifted from Hyderabad?

(b) If so, what are the details of the machinery so shifted?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Equipment was supplied to Hyderabad after integration; only a portion of it was shifted.

(b) 1,400 lines of telephone equipment.

PULLING OF ALARM SIGNALS

148. Shri Heda: (a) Will the Minister of Railways be pleased to state whether any cases of stopping trains by pulling the alarm signals were reported during the months of November and December, 1952 and January, 1953 on suburban trains between Kachiguda and Secundrabad stations?

(b) Were through trains also stopped on this line?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes.

CENTRAL TRACTOR ORGANISATION

149. Shri N. Sreekantan Nair: Will the Minister of Food and Agriculture be pleased to state:

(a) the initial and annual expenditure involved in running the Central Tractor Organization;

(b) the number of tractors owned by the Central Tractor Organisation and the number of tractors now in working order;

(c) the total acreage brought under cultivation by these tractors; and

(d) the total production from these acres?

The Minister of Food and Agriculture (Shri Kidwai): (a) An expenditure of Rs. 4,72,64,140 was incurred on the purchase of tractors, equipment, office buildings, etc. for starting the land reclamation scheme of the Central Tractor Organisation. The annual expenditure for carrying out the reclamation operations has been as follows:—

Year	
1946—50	Rs. 30,07,202
1950-51	Rs. 1,05,32,943
1951-52	Rs. 1,65,42,714

(b) The total number of tractors owned at present by the Organisation is 470 as given below:

S. No.	Description	No. owned by C.T.O.
1.	Allis-Chalmers HD-19	91
2.	Oliver Cletrac FDE	91
3.	International Harvester TD-24	30
4.	Caterpillar D-8	31
5.	do D-7	114
6.	do D-6	14
7.	do D-4	35
8.	Fowler FD-2	1
9.	Fowler Leed F/M	1
10.	Allis-Chalmers HD-7	3
11.	WD-6 tractors	10
12.	Sheppard Tractors	2
13.	Field Marshall	40
14.	Case tractors with winches	5
15.	Ferguson tractors	2
TOTAL		470

Of these only 1,2,3 and 4 are heavy tractors used in the Land Reclamation Project, for which heavy tractors are required. Items 5, 6, and Disposals tractors are taken over from American Army Disposals and are earmarked for disposal. The other tractors were bought at various times as experimental models and for miscellaneous purposes and are mainly surplus to the requirements of the Organisation. They are being progressively disposed of.

Of the 243 tractors used for reclamation work, 227 are in working order. The remaining are being overhauled and will be put in commission shortly.

(c) Up to the end of the last (1951-52) reclamation season, the Central Tractor Organisation reclaimed a total area of 7,20,870 acres. Almost the whole of this area has been brought under cultivation.

(d) The estimated annual additional production from the reclaimed lands is 2,12,000 tons.

RAILWAY INCOME

150. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of Railways be pleased to state the total increase or decrease in the income from Railways since re-grouping?

(b) What is the total number of workers on the Railways who are now on the surplus list, and how are they going to be rehabilitated?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) As a result mainly of a drop in passenger traffic, the approximate earn-

ings for the 10 months from April 1952, when regrouping was completed, to end of January 1953, were less than the actuals for the corresponding period of the previous year by about Rs. 6½ crores.

(b) Consequent on regrouping of Railways there has been considerable re-organisation which has resulted in re-adjustment of staff cadres. Staff rendered surplus have been absorbed in alternative employment, except 277 persons on the Eastern Railway who are still surplus and borne on supernumerary posts. These posts will be reduced when regular vacancies become available in the relevant permanent cadres for the absorption of these men. There has been no case of retrenchment on Railways since regrouping.

ROLLING STOCK

151. Pandit Munishwar Datt Upadhyay: (a) Will the Minister of Railways be pleased to state what is the total replacement of rolling stock due in the year 1952-53 and what are the arrears of replacements?

(b) How many coaches, wagons and engines will be produced in the country during the same period?

(c) How much rolling stock will be purchased from other countries and what is their value?

(d) From which countries will the rolling stock be imported?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Attention of the Hon. Member is invited to reply to parts (a) and (b) of his unstarred question No. 374 placed on the Table of the House on 6-12-1952.

(b) to (d)—

(Figures in thousands of Rupees)

Description of stock	No. expected to be produced in the Country	Estimated Cost.	No ordered in previous years expected to be received from abroad, and the country of origin	Total landed cost (approximate).
		Rs.		Rs.
<i>Locomotive</i>	36-Chittaranjan loco works	1,92,60	109 United Kingdom	3,09,40
			50 Germany	1,43,70
	39-Telco.	1,17,00	5 Switzerland	21,80
	75	3,09,60	164	4,74,90