

Shri Dasaratha Deb: Will it be a commercial route within a year or two?

Shri Shahnawaz Khan: The idea is not to have this as a commercial route. The importance of the road lies in its military strategic value.

Shri K. K. Basu: May we...

Mr. Speaker: Let us go to the next question.

HOSPITALS IN RURAL AREAS OF TRIPURA

***766. Shri Dasaratha Deb:** (a) Will the Minister of Health be pleased to state the number of hospitals in the rural areas of Tripura?

(b) Do Government propose to increase their number this year?

(c) What is the rate of child mortality in Tripura?

(d) If the rate is very high, what are the reasons for it?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) There are no hospitals in the rural areas of Tripura. Two out of the three hospitals in Tripura are situated at Agartala and one at Kailasahar.

(b) It is proposed to establish one hospital in the rural areas under the Community Projects scheme.

(c) Reliable figures are not available.

(d) The main reasons for a high infant mortality all over the country are poverty, ignorance and the lack of proper medical aid and relief.

Shri Dasaratha Deb: Is it a fact that a scheme for a mobile anti-malaria medical unit has been submitted by the Health Officer, Tripura?

Shrimati Chandrasekhar: I have no information.

Shri Dasaratha Deb: Will the Minister tell us whether this scheme is going to get a grant this year?

Mr. Speaker: Which scheme?

Shri Dasaratha Deb: The scheme that I mentioned just now.

Mr. Speaker: The hon. Minister said that she has no knowledge about it.

Shri Dasaratha Deb: Is it a fact that, in order to check the high rate of child mortality, a women's organisation, namely the Tripura Rajya Ganatantrik Nari Samity has demanded the opening of a training centre of Midwifery in Agartala and will the Minister consider this proposal?

The Minister of Health (Rajkumari Amrit Kaur): When the request comes up, I will certainly consider it.

RAILWAY WORKSHOPS

***767. Shri S. V. Ramaswamy:** (a) Will the Minister of Railways be pleased to state how many factories are there in India for the production of wagons?

(b) Are attempts being made to make India self-sufficient in the production of coaches and wagons?

(c) When is India expected to reach that stage?

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

- (1) Messrs. Burn and Co. Howrah.
- (2) Messrs. Indian Standard Wagon Co. Ltd., Burnpur.
- (3) Messrs. Braithwaite & Co. (India) Ltd., Calcutta.
- (4) Messrs. Jessop & Co., Calcutta.

(b) and (c). The wagon and coach production capacity in India is adequate at present to meet normal replacement requirements. Self-sufficiency in respect of the increased demands of coaching and Goods stock is expected to be reached in about 5 years time with the combined production of the new Integral Coach Factory, Perambur; Railway workshops; Hindustan Aircraft Ltd., the four firms referred to and some other Indian manufacturers who are at present being tried out with educational orders.

Shri S. V. Ramaswamy: What is the total requirement of coaches and wagons, (a) by broad gauge, and (b) by metre gauge?

Shri Alagesan: Normally, the replacement requirement for broad gauge is about 350 and metre gauge about 300; for goods wagons the proportion may be in the order of 2:1.

Shri Nambiar: May I know when the wagon manufacturing factory in Perambur will start functioning?

Shri Alagesan: The work on the factory has just started, and in a few years' time, it will start functioning.

Shri Nambiar: How many thousands or hundreds of workers are to be employed in the factory?

Shri Alagesan: We have no idea at present.

Shri Nambiar: What is the proposal exactly, if they have no idea of the number of workers to be employed?

Mr. Speaker: The proposal may be to increase the work, and then to employ workers as the work increases.

Shri Nambiar: What is the scope, and how many are likely to be employed?

Mr. Speaker: I do not think that arises.

Shri K. K. Basu: May we know what specific help such as allotment of iron, or financial help, is given to these British-owned factories who, just at the present moment, supply us with wagons?

Shri Alagesan: Help is given to meet their manufacturing requirements.

Shri H. N. Mukerjee: Last June the Railway Minister had told us that a United Kingdom firm had failed to deliver certain component parts which made us change the target of our production of wagons. Now, is that kind of hindrance in the way of our production of wagons continuing, and if so, what steps are taken to remove this sort of difficulty?

Mr. Speaker: This question is important, but I am afraid it does not arise out of this.

Shri H. N. Mukerjee: Sir, it does refer to the production of wagons.

Mr. Speaker: I am not inclined to hold that view.

RESTORATION OF DISMANTLED RAILWAY LINES IN SALEM

*768. **Shri S. V. Ramaswamy:** (a) Will the Minister of Railways be pleased to state whether there has been a representation by various associations and by the Legislators of Salem district that the work of restoring the two dismantled Railway lines in the Salem district be started as a famine relief measure?

(b) Is it a fact that those two Railway lines were constructed as a famine relief measure in about 1900?

(c) What is the estimated cost of restoring the lines (i) Morappur to Hosur and (ii) Tiruppathur to Krishnagiri as metre gauge lines?

(d) Have Government come to a conclusion in the matter?

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

(c) The rough estimated expenditure on restoration of Morappur-Hosur Narrow Gauge line is Rs. 104 lakhs. The cost of restoration of Tiruppathur to Krishnagiri has not yet been worked out.

(d) No.

Shri S. V. Ramaswamy: What is the total length that has been dismantled?

Shri Alagesan: The Morappur-Hosur line is 73 miles; it is a narrow gauge line; and the Tiruppathur-Krishnagiri line is 25 miles.

Shri S. V. Ramaswamy: At the time the lines were dismantled, was a solemn undertaking given that they would be restored as soon as the war was over?

Shri Alagesan: I do not think such undertakings can be termed "solemn".

Mr. Speaker: Was any such undertaking given, solemn or not?

Shri Alagesan: I am afraid, no, Sir.

Shri C. R. Narasimhan: What is happening to the assets of these lines, and what are the arrangements for the maintenance of these assets?

Shri Alagesan: The assets are preserved.

Shri C. R. Narasimhan: What about their maintenance?

Mr. Speaker: The lines are removed. What is to be maintained?

Shri C. R. Narasimhan: But the building and other materials are there. Are they being maintained, or allowed to decay?

Shri Alagesan: I am afraid I am not at present ready with that information.

Shri Nambiar: May I know whether the restoration of the Shoranur-Nilambur Railway line is also considered along with that?

Shri Alagesan: I do not think it arises out of this.

Shri C. R. Narasimhan: Could the Minister give the proportion of these two dismantled lines to the total lines dismantled in India during the war?

Shri Alagesan: I am afraid I do not have the information at present.

COACH-BUILDING FACTORY, PERAMBUR

*769. **Shri S. V. Ramaswamy:** Will the Minister of Railways be pleased to state:

(a) when it is proposed to start the coach-building factory at Perambur and when will it go into production; and

(b) what is its capacity to produce finished coaches per annum?