

(b) The movement of fodder to deficit areas has been accorded a very high classification under preferential Traffic and comes next to food, viz., 2(c). Special trains have also been arranged whenever necessary for ensuring speedy transport of the stocks, to deficit areas. Concessional rates of freight have been made applicable.

#### IMPORT OF FERTILIZERS

\*257. **Pandit M. B. Bhargava:** Will the Minister of Food and Agriculture be pleased to state the quantities and values of fertilizers proposed to be imported into India during the year 1952-53 and also in what proportion they will be imported from the dollar and the sterling areas?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): The Government of India have made arrangements for the import of 82,000 tons of sulphate of ammonia valued approximately at Rs. 3,13,84,000, all of which will be in sterling. In addition to this quantity, the U.S. Government under the Technical Co-operation Programme is going to supply a further quantity of 88,000 tons of sulphate of ammonia and 20,000 tons of other fertilisers, funds for which will come out of the financial provision made by the U. S. Government. It is not possible to give the total value of these fertilisers or their break-down in dollar and sterling, because the purchases have not yet been made.

#### ELECTRIFICATION OF RAILWAY TRACKS

\*258. **Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to state:

(a) whether the trains run by electricity are more economical and quicker than those run by steam;

(b) if so, whether electrification of more Railway tracks is in progress;

(c) whether electric Railway engines are manufactured in India;

(d) the countries from where electric Railway engines and trains are being imported; and

(e) the railway lines where electrically-run trains are being introduced?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Electric Traction requires very heavy capital outlay. The initial cost of electric trains and locomotives is much more

than that of steam stock, but their operating costs are lower provided electric power is available at cheap rates. Electric traction units are capable of providing higher acceleration, and considerable saving in overall timing can be effected where frequent halts are necessary in a section.

(b) and (e). No. Electrification of Railways rests primarily upon economic considerations and each case has to be considered from a number of angles including cost of coal, cost of electricity and the density of traffic and more than all, the capital resources of the country which at present are urgently needed for other more pressing purposes.

(c) No.

(d) England.

#### BIJNORE-CHANDPUR-SIAU RAILWAY LINE

\*259. **Shri N. S. Jain:** Will the Minister of Railways be pleased to state:

(a) whether the actual work of construction of the dismantled Railway line from Bijnore to Chandpur-Siau (old E. I. Railway) has been started and by what time it is expected to be completed; and

(b) whether it is a fact that Railway track was at first laid for some length on that line but was later removed and if so, why?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes. It is expected to be completed by the end of January, 1953.

(b) No.

#### MESSRS. A. H. WHEELER AND Co.

\*260. **Shri Vidyalkar:** Will the Minister of Railways be pleased to state:

(a) the names of the Railways over which the firm of Messrs. A. H. Wheeler and Co. has the monopoly to run book-stalls in Railway platforms;

(b) the years for which this firm has enjoyed the monopoly over the aforesaid lines;

(c) the amount of royalty and the rent received from the company for the aforesaid monopoly;

(d) whether tenders had been called before grant of monopoly to the above company;

(e) whether Government propose to call in tenders for the book-stalls