

to install a wind mill at Tughlaqabad with a view to make perennial water supply for drinking?

The Minister of Health (Shri Karmarkar): The proposal for the installation of a wind mill at Tughlaqabad village has been dropped by the Municipal Corporation of Delhi on the advice of the National Aeronautical Research Laboratory. It is now proposed to provide an electric driven pumping set for pumping water from an existing well. The work is likely to be completed by the end of March 1960. It will not be possible to give a perennial supply from this source but water supply will have to be restricted to a few hours in the mornings and evenings.

Shri B. K. Gaikwad: May I know what is the cost of this wind mill scheme and to how many people it will be useful?

Shri Karmarkar: The population of the village is three thousand. The estimated cost of the whole project was Rs. 22,400.

Shri Vajpayee: May I know the reasons due to which this scheme has been dropped and the expenditure incurred, if any?

Shri Karmarkar: The reason was that the Director of the National Aeronautical Research Laboratory, who was referred to, said that in Australia the output is about 4,500 gallons per day and here it would be 3,000 gallons per day, whereas the requirement of the population of three thousand is likely to be 30,000 gallons per day, and therefore it was not worth while pursuing it. But, as I said, arrangements are being made to provide an electric driven pumping set for pumping from the well that is already there water that is also already there.

Shri Narasimhan: Is the National Aeronautical Research Laboratory, referred to by the hon. Minister, operating under the Council of Scientific and Industrial Research or, if not, whether the Council was consulted?

Shri Karmarkar: I think my hon. friend may put a question about the C.S.I.R. to the Ministry concerned

Mr. Deputy-Speaker: Next question No. 1078, Shri Keshava, Absent.

Shri Ansar Harvani: I have been given authority to put that question.

Mr. Deputy-Speaker: That authority we will look into after we have gone through all the questions.

Next question.

Training of Tindals of Sailing Vessels

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*1079. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri R. C. Majhi:

Will the Minister of Transport and Communications be pleased to state:

(a) whether there were proposals to start training of tindals of sailing vessels;

(b) if so, whether this has started; and

(c) the number of tindals trained so far?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a). Yes, Sir.

(b). Not yet.

(c). Does not arise.

Shri Subodh Hansda: Has any syllabus been fixed for the training of the tindals and, if so, what is the nature of the syllabus?

Shri Raj Bahadur: It will be a short course of thirty days in which instructions will be imparted in practical navigation, rule of the road, use of life-saving appliances, light and sound signals, fire-fighting appliances, meteorology, etc.

Shri Subodh Hansda: May I know whether all the maritime State Governments have been requested for co-operation for the implementation of this scheme?

Shri Raj Bahadur: It is essentially for the benefit of the State Governments also, because they are vitally concerned with it. They have been consulted and have accepted the scheme.

Shri S. C. Samanta: May I know who will be in charge of the training and when one of the centres is expected to be opened?

Shri Raj Bahadur: The port officers of the ports concerned. We have selected five ports for that purpose, namely, Bhavnagar, Beypore, Tuticorin, Kakinada and Mangalore or Malpe in Mysore (one of them). And the port officers concerned would be deputed for imparting this training.

Shri S. C. Samanta: What has been the reaction of the maritime State Governments?

Shri Raj Bahadur: They are sympathetic to it and I think we shall be able to see that scheme through in a very short time.

Shri Achar: May I know the qualifications required for the candidates for undergoing the training?

Shri Raj Bahadur: It is a scheme for training the tindals are employed on the sailing vessels, and I do not think any qualifications as such are needed except that they are already engaged in that trade. Apart from the training of tindals, we are having a scheme for training other seamen engaged on sailing vessels through.

Running of Long Trains

*1960. { Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1197 on the 7th September, 1959 and state:

(a) whether any further trial has since been conducted in the matter of running long trains on Indian Railways;

(b) whether any difficulty has been experienced to introduce such long trains in India; and

(c) what new arrangements are to be made to run such trains?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a). Yes.

(b). No difficulty in hauling heavy trains was experienced but the trials revealed the need for maintaining communication between the front and rear engines.

(c). Wireless sets are being obtained for intercommunication between the front and rear engines in order to ensure coordination on the run.

Shri S. C. Samanta: May I know whether both passengers and goods were carried by these?

Shri Shah Nawaz Khan: Only goods.

Shri Subodh Hansda: May I know on which Railways the trial was conducted and what was the approximate load?

Shri Shah Nawaz Khan: The trial was conducted on the South-Eastern Railway. The load consisted of 6,000 tons.

Shri Tridib Kumar Chaudhuri: What is the number of wagons proposed to be moved by these long trains, and may I know whether Government has also considered the aspect of wagon turnover, that is..

Shri Shah Nawaz Khan: I understand. This carriage of heavy load was in the nature of an experiment. Normally our trains carry something like 2,000 ton loads. By making this experiment we carried 6,000 tons. The length of the train depends on the number of locomotives that are used. In this particular case....

Shri Tridib Kumar Chaudhuri: want the number of wagons.

Shri Shah Nawaz Khan: I would just now tell you. In this particular case we had 74 wagons carrying iron ore.