

zers and leaflets. The Central Government encourage these measures by publishing bulletins, leaflets and posters and by giving financial grants to agri-horticultural societies in the States.

Village Road Development

1346. Shri Subodh Hansda: Will the Minister of Transport be pleased to state:

(a) whether the scheme for village Road Development during the Third Five Year Plan on co-operative basis has been discontinued at present;

(b) the amount that was set apart for the Third Plan for this purpose;

(c) whether the entire amount has exhausted; and

(d) if not, the reason for discontinuing the scheme?

The Minister of Transport (Shri Raj Bahadur): (a) to (d). The scheme relating to the development of village roads on a co-operative basis has not been extended to the Third Five Year Plan for the reasons that substantial amounts have been allocated to the States for the development of rural roads under the Community Development Programme and under the Local Development Works Programmes and under that the development of such roads forms parts of State Plans. No amount was, therefore, set apart for the scheme in the Third Plan.

Late running of Trains

**1347. { Shri Subodh Hansda:
Shri S. C. Samanta:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that all the Delhi bound trains from Madras were late by more than ten hours on the 8th May, 1963;

(b) if so, the reasons therefor;

(c) whether the outgoing trains from Delhi to Calcutta were also detained; and

(d) the reasons for detaining these trains?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):

(a) and (b). As a result of derailment of a goods train at Kazipet Junction on 6th May, 1963 causing heavy damage to the track and interruption of through communications, the train services on the route had to be regulated and consequently 15 Down Grand Trunk Express, 17 Down Janata Express and 21 Down Biweekly Air-conditioned Express trains which left Madras Central right time on 6th May 1963 and due at Delhi/New Delhi on 8th May 1963 arrived late by 12 hours 28 minutes, 11 hours 23 mts. and 8 hours 25 minutes respectively.

(c) and (d). All Calcutta-bound trains, except No. 82 Down New Delhi-Howrah Biweekly Airconditioned Express, left Delhi right time on 8th May, 1963. No. 82 Down Airconditioned Express left New Delhi 6 hours 5 minutes late on that date due to late arrival of 21 Down Madras-New Delhi Airconditioned Express, the rake of which is utilised to work 82 Down.

"Kartik" Glider

1348. Shri Raghunath Singh: Will the Minister of Transport be pleased to state whether glider designed and built in India named 'Kartik' proved to be a success?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): The glider, in question, was loaned to Delhi Gliding Club in May 1963 and in about two months, it has logged approximately 34 hours, made up of over 120 launches. The maximum height attained was 3550 metres (approximately 11,600 ft.), and the longest flight was of nearly 3 hours duration.