

on each Railway during the year 1951-52;

(b) the number of passengers injured as well as killed in these robberies and dacoities;

(c) the value of the properties robbed as well as recovered; and

(d) the number of persons prosecuted as well as convicted in courts of law in connection with these robberies and dacoities?

The Deputy Minister of Railways and Transport (Shri Atasesan): (a) to (d). A statement furnishing the information is attached. [See Appendix V, annexure No. 61.]

III CLASS COMPARTMENTS (FANS)

377. Shri Dabhi: Will the Minister of Railways be pleased to state:

(a) the number of III class compartments equipped so far with fans in each section of the Western Railway; and

(b) the percentage of such compartments to the total number of compartments in each section of that Railway?

The Deputy Minister of Railways and Transport (Shri Atasesan): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

Total No. of III class compartments	III Class compartments fitted with fans	Percentage of compartments fitted with fans to the total No. of compartments.

Electrical Rolling Stock.			
Old	222	70	} 50
New	84	84	
	306	154	

Steam Rolling Stock.			
Broad Gauge	3287	1533	46.5
Metre Gauge	2947	696	23.6
Narrow Gauge	331	2	0.6

CONSTRUCTION OF RAILWAY LINES

378. Pandit D. N. Tiwary: Will the Minister of Railways be pleased to state:

(a) the total mileage of new Railway lines (by tracks) constructed since 1947;

(b) the total mileage of dismantled lines brought under working order since 1947; and

(c) the total mileage of dismantled lines yet to be restored?

The Deputy Minister of Railways and Transport (Shri Atasesan): (a) 859 track miles approximately.

(b) and (c). In all 26 branch lines involving a total length of about 655 miles were dismantled during the War. Out of these, four lines aggregating to 104 miles have since been restored and opened to traffic and restoration of 8 dismantled lines aggregating to 394 miles is in progress. Restoration of another line, a length of 44 miles, is proposed to be started during 1953-54. Of the remaining 13 lines, 5 lines involving a length of 142 miles are not proposed to be restored and the question of restoration of the remaining 8 lines, a length of 171 miles in all, will be reconsidered at a later stage.

TECHNICAL ASSISTANCE SCHEME

379. Shri M. L. Dwivedi: Will the Minister of Labour be pleased to lay on the Table of the House a copy of the U.N. and Specialised Agencies Technical Assistance Scheme in connection with the training of skilled workers under the I.L.O.'s Technical Assistance Programme as announced by the International Labour Organisation that it is planning increased efforts during 1953 to help the under-developed countries and state:

(a) whether any training centres are likely to be established in India in accordance with the Scheme;

(b) if so, what they are;

(c) what is the programme of the I.L.O. in this direction and the benefit that India is likely to derive;

(d) out of the services of 240 experts, how many are available to India and under what terms and conditions; and

(e) out of the grant of 300 fellowships to trainees, what is India's likely share?

The Deputy Minister of Labour (Shri Abid Ali): There is no single document setting out the Technical Assistance Programme of the I.L.O. in regard to the training of skilled workers. The references are spread over a number of documents. However, a short monograph about the I.L.O. Technical Assistance Programme for the year 1953 as contained in the Fourth Report of the Technical Assistance Board to the Technical Assistance Committee is placed on the Table of the House for information. [See Appendix V, Annexure No. 62.]

(i) Yes.

(j) The Asian Technical Manpower Conference held in Bangalore last year recommended that two Regional centres should be established in Asia, one for instructors for training skilled workers and the other for teaching staff for training craftsmen in cottage industry and handicrafts. The I.L.O. have asked the Governments in the Asian region to state their requirements in the field. The I.L.O. are also surveying the existing training facilities in India with a view to exploring the possibilities of establishing one or two training centres in this country.

(c) The programme comprises the organisation of regional training centres, training of supervisory personnel and skilled workers in foreign countries, and the provision of expert assistance to Governments for promoting their national technical and vocational training programme. It aims at increasing the productive efficiency of workers already skilled in their jobs and in training new workers in skilled occupations.

(d) Out of 240 experts India will be having four in 1952. The Government of India will be responsible for bearing the cost of accommodation, travelling within India and office assistance.

(e) The I.L.O. intend to grant not 300 but 800 fellowships during the year 1952. The Government of India have not so far finalised their requirements for these fellowships.

SODIUM NITRATE FROM CHILE

380. Dr. Ram Subhas Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the gifts received by the Government of India this year also include a gift of natural sodium nitrate from Chile;

(b) if so, what is the quantity of that gift; and

(c) how it is being utilized?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnaappa): (a) and (b). Yes. In February 1950 the Corporacion de Ventas de Salitre yodo de Chile offered to place 300 tons of Chilean Nitrate of Soda at the free disposal of the Government of India for experimentation and general fertiliser research. The first lot of 100 tons was received in 1931 and the second lot of 100 tons is expected in February-March, 1952.

(c) The fertiliser has been supplied to various States where the trials are in progress. Results are awaited.

BOMBAY-VISAKHAPATANAM RAILWAY LINE

381. Sbrt Telkhar: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a new railway line was proposed to join Bombay with Visakhapatnam;

(b) if so, whether there was an actual survey of the said line;

(c) whether it is a fact that the proposed line would now be completed by constructing a railroad from Kurduwadi to Ramgundam only;

(d) whether the line was to pass through Hyderabad State;

(e) whether Latur, Udagir, Deglout and Bochhan (in Hyderabad State) were the main proposed stations on the said line;

(f) whether the scheme is yet in contemplation;

(g) if so, when the work is going to start; and

(h) if not, why the scheme has been abandoned?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) There has been no proposal for a new railway line to connect Bombay and Visakhapatnam.

(b) Does not arise.

(c) No.

(d) If built such a direct line would pass through Hyderabad State.

(e) Does not arise.

(f) No.

(g) Does not arise.

(h) No such scheme has been considered?

COORDINATION OF TRANSPORT

382. Shri Telkhar: Will the Minister of Transport be pleased to state whether there is any proposal under consideration to link airways with (i) railways, (ii) roads, (iii) inland waterways, and (iv) coastal shipping in the general co-ordination Scheme of transport?

The Deputy Minister of Railways and Transport (Shri Alagesan): Machinery for the coordination of all forms of Transport already exists in the form of the Central Board of Transport the composition and functions of which were described by me in my reply to Unstarred Question No. 166 by Shri Vidyalankar on the