

(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 Subbas 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, Degloot 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

19th November 1952. This Board has not so far had to consider any air transport problems in relation to other forms of transport as no serious competition has yet developed.

**BIKANER INDUSTRIES CORPORATION,
GANGANAGAR**

383. Shri Morarka: Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of sugarcane crushed in the Bikaner Industries Corporation, Ganganagar, during the year 1951-52;

(b) the quantity of sugarcane paid for in cash and the quantity of sugarcane paid in kind;

(c) the balance, if any, payable to the cultivators; and

(d) whether Government have received any complaints from the cultivators about the non-payment of their cane price by the management?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) to (d). The information is being collected.

PARLAKIMEDI LIGHT RAILWAY

384. Shri Sanganna: (a) Will the Minister of Railways be pleased to state the amounts of income for each of the last five years on the Parlakimedi Light Railway in the Eastern Zone?

(b) What is the amount of expenditure for the same period?

(c) Is it a fact that most of the passengers travel on the trains of this Railway with the permission of the staff of the trains on payment of nominal charges?

(d) If the answer to part (c) above be in the affirmative, what precautions have been taken to guard against such practice?

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

(a)—

1947-48	Rs. 3,65,532
1948-49	Rs. 3,27,095
1949-50	Rs. 3,17,572
1950-51	Rs. 3,03,699
1951-52	Rs. 3,73,649

(b) 1947-48	Rs. 3,13,576
1948-49	Rs. 3,87,423
1949-50	Rs. 5,43,237
1950-51	Rs. 7,37,521
1951-52	Rs. 7,83,900

(c) No. Records show that a total number of 6,167 passengers were detected by the Ticket Checking Staff travelling without or with irregular tickets on this Light Railway during the period September, 1951, to July, 1952 and an amount of Rs. 5,907/- representing the due railway charges was recovered.

(d) To guard against passengers travelling without tickets or with irregular tickets, one Travelling Ticket Examiner is booked with each train on the Parlakimedi Light Railway and occasional checks including surprise checks are also conducted by a Gazetted Officer.

PARLAKIMEDI LIGHT RAILWAY (LOCOMOTIVES)

385. Shri Sanganna: (a) Will the Minister of Railways be pleased to state whether it is a fact that old engines and compartments constitute the trains running on the Parlakimedi Light Railway (ex-B. N. Railway) of the Eastern Zone?

(b) If so, what arrangements have been made by Government to replace them?

(c) Is it also a fact that the compartments are not provided with lighting arrangements?

(d) If so, what are the reasons therefor?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The engines are all under 25 years of age and in fairly good condition. They have many years serviceable life in them. The coaches are, however, old and are due replacement.

(b) It is proposed to replace the stock as far as possible during the years 1953-54 and 1954-55.

(c) The coaches are provided with oil lamps. A lampman accompanies the trains during the night to re-light them when necessary.

(d) As arrangements are being made to replace the coaches soon the fitting of electric lights in this old stock is hardly worthwhile.

MINOR IRRIGATION PROJECTS

386. Shri N. B. Chowdhury: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are contemplating reduction of grants for the implementation of minor irrigation projects with effect from the next financial year;