

years 1950-51 and 1951-52. However, fish production during the calendar year 1951 has been assessed to be 740 thousand tons.

(b) To improve the deep-sea fishing in India, fishing vessels, fully equipped with modern fishing appliances such as trawls, echo-sounder, radio-telephone etc. have been engaged in charting of fishing grounds, determining fishing seasons, fishing intensities, assessing suitabilities of different kinds of fishing craft and gear for Indian conditions. Steps in this direction have been taken by the Pilot Deep Sea Fishing Station, Bombay, under the Central Fisheries Research Scheme and by the State Governments of West Bengal and Madras and M/s. The Taiyo Fishing Co. Ltd. Tokyo, who have entered into an agreement with Government of India to fish in Indian waters.

Arrangements have also been made to obtain a foreign Fishery Industrial Consultant through the F.A.O. for stream-lining the work of the Deep Sea Fishing Station, Bombay. A large number of Indians have been trained in Modern fishing methods and a training programme is being followed.

Different types of fishing gear, viz. Ring trawl nets, Herring ring trawl nets and seine nets have been tried in the deep sea fishing vessels at Bombay. Two Danish trawlers imported from Denmark in 1950 are operating off the coasts of West Bengal and Orissa. Under the T.C.A. it is proposed to get purse seiners, multipurpose fishing boats, cold storages, fishery requisites and also nine foreign technicians.

#### RAILWAY COACHES

75. Shri K. R. Sharma: Will the Minister of Railways be pleased to state:

(a) the number of third class coaches of improved variety containing electric fans so far supplied to the Railways; and

(b) the number of such coaches allotted to the Northern Railway?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) 299 up to 30-9-1952.

(b) 66.

#### TRAIN ESCORTING SECTIONS

76. Shri H. N. Makerjee: Will the Minister of Railways be pleased to state which are the railways in India

that have Train Escorting Sections, and how far they are being utilised for protecting passengers, particularly in the more important long-distance trains?

The Minister of Railways and Transport (Shri L. B. Shastri): The position in regard to escorting of trains on Indian Railways is as follows:—

**Southern Railway:** A Constable of the Government Railway Police travels on all important passenger trains. No other escort is provided.

**Central Railway:** Armed guards are provided on certain trains on the Bombay-Poona Section, and certain sections in Secunderabad Division and in the Uttar Pradesh.

**Western Railway:** Armed guards and detectives are provided on night trains in the Bombay State.

**Northern Railway:** On the Broad Gauge Sections armed guards accompany all important trains during night.

**Northern-Eastern Railway:** Armed guards escort all important passenger trains.

**Eastern Railway:** Armed guards escort all important passenger trains during night in the States of West Bengal, Bihar and Uttar Pradesh.

#### EXPORT OF GROUNDNUT OIL (RAILWAY FREIGHTS)

77. Shri Balakrishnan: (a) Will the Minister of Railways be pleased to state whether Government have received any petition from the merchants of Erode, Madras State regarding enhancement of railway freight for the export of groundnut oil to Shalimar (Calcutta) from Erode?

(b) If so, what action has been taken by Government on this matter?

The Minister of Railways and Transport (Shri L. B. Shastri): (a) Yes, in April 1952, asking for the restoration of the special rates, which were cancelled on and from 1-5-1947.

(b) The Southern Railway Administration, who were asked to examine the representation, requested the Erode Oil and Seeds Merchants Association on 23-5-1952 to furnish detailed information to show that the existing rates were unreasonable. Despite the issue of a reminder the Association has not replied. In the circumstances, no progress could be made in the examination.