

Name of Body	Constitution	Functions
(3) Standing Committee of the Central Board of Transport.	Representatives of the Ministries of Government of India under the Chairmanship of the Secretary, Ministry of Transport.	maximum co-ordination on all forms of transport; to ensure matching of transport development with industrial and agricultural development.
(4) National Harbour Board.	Representatives of the Ministries of Government of India and of maritime State Governments, major port authorities and four non-officials representing industry and trade, shipping, country craft and labour with the Minister for Transport as Chairman.	To review the transport requirements of Central Ministries, State Governments and basic industries and the extent to which they are met by railways and coastal shipping.
(5) The Ganga-Brahmaputra Water Transport Board.	Representatives of the Central Water & Power Commission and of State Governments of Assam, West Bengal, Bihar, and Uttar Pradesh with the Secretary, Ministry of Transport, Government of India as Chairman. Representatives of Steamship Companies and Calcutta Port Commissioners are co-opted when necessary.	To co-ordinate the activities of participating Governments in regard to development of water transport on the system of the Ganga and Brahmaputra rivers.

(b) The answer to the first part is in the negative. The latter part of the question does not arise.

(c) A statement giving the required information is attached. [See Appendix III, annexure No. 7]

POSTAL SERVICES (DEBT)

167. Sardar Hukam Singh: (a) Will the Minister of Communications be pleased to state the total amount of Debt outstanding as on the 31st October, 1952, on account of our Post Office, Telegraph, and Radio Service?

(b) How much of this is treated as productive?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Capital invested in the assets of the Department as on 31-3-1952 was Rs. 56.06 crores. (As accounts are maintained on financial year basis, the figure as on 31-10-1952 is not available).

(b) Rs. 53.28 crores.

GOODS FOR ASSAM FROM WESTERN AND NORTHERN INDIA.

168. Shri Bell Ram Das: (a) Will the Minister of Railways be pleased to state whether it is a fact that goods for Assam from Western and Northern India move to Assam via Calcutta port?

(b) Is it a fact that the distance between Katihar and Gauhati via Moniharighat and Calcutta is about 560 miles and that of Katihar to Gauhati via Silliguri is about 391 miles?

(c) In view of the above facts, do Government propose to allow goods meant for Assam to be carried over by Railways from Western and Northern India via Silliguri instead of Moniharighat and Calcutta?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Traffic to Assam from Western and Northern India moves partly by all-

rail route over the Assam Rail Link and partly by rail-cum-river route via Calcutta.

(b) Distance between Katihar and Guanati via Manihari Ghat and Calcutta by rail-cum-steamer route is 1079 miles and that via Siliguri by the all-rail route is 391 miles.

(c) Already traffic does move to Assam from Western and Northern India by the all-rail route via Siliguri. The quantum of movement has, however, to be regulated in accordance with the capacity available over the Assam Rail Link.

AGRICULTURAL RESEARCH INSTITUTES

169. **Shri Chinnaria:** (a) Will the Minister of Food and Agriculture be pleased to state what researches and experiments have been made in the Agricultural Research Institutes and farms of the Central Government during the last five years regarding food grains?

(b) What is the contribution to the "Grow More Food" campaign and how?

The Minister of Food and Agriculture (Shri Kidwai): (a) and (b). Researches and experiments on food grains, under the direction of the Central Government are conducted at the Indian Agricultural Research Institute, Delhi and its sub-stations and the Central Rice Research Institute, Cuttack. Results attained are given publicity through the annual reports of these Institutes and the journals, brochures, bulletins etc. of the Indian Council of Agricultural Research. Under the intensive cultivation schemes results are also practically demonstrated on cultivators' fields adjoining those Institutes.

A brief note of researches and experiments under-taken is given in the enclosed statement. [See Appendix III, annexure No. 8]

ALL-STEEL COACHES

170. **Shri S. V. Ramaswamy:** (a) Will the Minister of Railways be pleased to state how many all-steel coaches have been manufactured at Bangalore so far?

(b) What is the capacity of the Hindustan Aircraft Factory to produce finished coaches per annum?

(c) What is the total requirement of such coaches (i) for broad gauge, (ii) for meter gauge Railways?

(d) Will the production of coaches be stopped at Bangalore when the proposed Perambur factory goes into production?

(e) Is the proposed Swiss design of coaches better than the Bangalore all-steel coaches and if so, in what respect?

(f) What is the cost of a Bangalore Coach and what will be the cost of the proposed Swiss design coaches?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahaswax Khan): (a) 308 upto 31-10-1952.

(b) 120 III Class coach bodies.

(c) Total requirements of III class including arrears of replacements for the next two years are:

Broad Gauge 843

Metre Gauge 1125

(d) No.

(e) Yes. It affords a greater measure of safety to passengers in cases of accidents besides being economical both from the point of view of steel required in its construction and fuel consumption on account of lighter weight.

(f) The Bangalore coach costs at present approximately Rs. 1,30,000 and it is expected when full production is established in India to produce the Swiss design coach within this total cost.

T. B. AMONG RAILWAY EMPLOYEES

171. **Dr. Rama Rao:** (a) Will the Minister of Railways be pleased to state the total number of people employed by the Railways in India?

(b) What is the estimated number of persons suffering from T.B. among them and their families according to the Tuberculosis Adviser to the Government of India?

(c) What is the estimated number of beds essential to meet the needs of the Tuberculosis patients among Railway workers and their families?

(d) How many beds for T.B. patients are at present provided by the Railway Department?

(e) Are Government contemplating building any new Sanatoria for T.B. patients among the Railway workers and their families?

(f) If so, where and when and if not, why not?