

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?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) The total number of staff employed on Indian Railways on 31-3-1952 was 9,31,718.

(b) and (c). On the basis of nine lakhs of railway servants who with their families constitute a group of population numbering roughly 36 lakhs, the Tuberculosis Adviser to the Government of India has estimated that there are likely to be about 18,000 persons suffering from tuberculosis. While some of these patients can probably be treated in their homes or from out-patient clinics, a certain proportion will need hospital or sanatorium treatment. The Tuberculosis Adviser has estimated that this group will need about 3,000 to 4,000 beds and has suggested that a provision of 1,000 beds be fixed as the target for all Indian Railways for the next 5 years. The Chief Medical Officers of Railways have, however, informed the Board that for the Indian Railways excluding the ex-Indian State Railways about 600 beds would be necessary for giving hospital or sanatorium treatment to all railway patients who need them.

(d) 57 beds in all have been reserved exclusively for the use of railway employees and their families in the various sanatoria in the country—11 directly financed by the Government and 46 by Staff Benefit Fund Committees on Railways.

(e) and (f). It has been decided that 300 beds should be provided in properly equipped T.B. Hospitals which should be constructed at suitable places to serve the six regrouped railways. The number of such hospitals and places where they should be built are under consideration.

#### DEVELOPMENT OF KATNI RAILWAY STATION

**172. Shri Pateria:** Will the Minister of Railways be pleased to state:

(a) whether there is any scheme for the development of Katni Railway Station;

(b) if so, what amount of money has been allotted for the same; and

(c) when the work is going to commence and how much time will it take to finish the same?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) Reply is in affirmative.

(b) and (c). The scheme has been divided into two phases. Works in Phase I have already been carried out in 1951 at a cost of Rs. 41,000 and the works in Phase II are proposed to be included in the Passenger Amenity Programme for 1954-55 for which cost has not yet been estimated.

#### DEMobilised SERVICES PERSONNEL TRAINING CENTRES.

**173. Shri M. L. Dwivedi:** Will the Minister of Labour be pleased to state:

(a) the number of training centres with names of places where they are situated for training of demobilised Services Personnel (now adult civilians);

(b) the kind of training they are being given;

(c) how many persons have so far been trained, State-wise, since the opening of these centres;

(d) the annual expenditure incurred in connection with the scheme;

(e) whether the trained personnel have been employed by Government or private concerns, etc. or whether they are running some business of their own;

(f) if so, the number of personnel in employment and those out of it; and

(g) whether loans of any kind are advanced to the trainees before or after the completion of the training?

**The Minister of Labour (Shri V. V. Giri):** (a) to (c) and (e) and (f). Attention of the Member is invited to the information already given in reply to the following:-

(i) Unstarred Question No. 13 by Shri Gurupadaswamy on 6-11-52; [for (a), (e) and (f)].

(ii) Unstarred Question No. 608 by Shri Tushar Chatterjea on 29-7-52; [for (b)]; and

(iii) Starred Question No. 501 by Dr. S. Satyawadi on 4-6-52; [for part (c)].

(d) A statement is placed on the Table of the House. [See Appendix III, annexure No. 9]

(g) No loans are sanctioned but arrangements exist for bringing the displaced person-trainees into touch with the authorities sanctioning loans under the Small Urban Loan Scheme.