

यह क्लास पसिन्जर शेड बनाये जायेंगे ; और उन के बनाने की व्यवस्था कब तक की जायेगी ;

(ख) चितबड़ागांव स्टेशन पर जो ऐन० ई० रेलवे की बनारस से छपरा वाली लाइन पर है, शैड कब तक बन कर तैयार होगा; और

(ग) क्या वहाँ एक इन्टर क्लास वेटिंग रूम भी बनाने की व्यवस्था की जायेगी ?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) About 10,000 running feet of Platform covering is being provided on the North Eastern Railway each year. During the current year sheds are being provided at Gonda, Pilibhit, Barauni Junction, Bhatni Junction, Basti, Deoria Sadar, Banaras City, Motihari, Ballia, Allahabad City, Bahraich and Farukhabad. The programme for passenger amenities works is drawn up in consultation with the Local Advisory Committees and takes into account *inter alia* the relative density of passenger traffic at stations.

(b) The provision of Platform covering at Chit Baragaon is planned in 1954-55.

(c) No. The number of Inter Class passengers per day at this station averages only 7 and there is, therefore, no justification for an Inter Class Waiting Room.

#### DEESA-KANDLA RAILWAY LINE

**41. Shri Dabhi:** (a) Will the Minister of Railways be pleased to state whether Deesa-Kandla Railway line has been constructed and has begun working in full swing?

(b) What are the advantages likely to accrue to the country from this railway line?

(c) What is the total cost as well as cost per mile of constructing this railway line?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** (a) and (c). The railway line from Gandhidham (approximately 7 miles from the

site of the new Port of Kandla) to Deesa, a length of about 170 miles, has been constructed and was opened to traffic on 2-10-1952. This line is estimated to cost Rs. 5'67 crores, which works out to Rs. 3'32 lakhs per mile, but exact figures will be available only after all charges have been adjusted and the accounts closed.

(b) The advantages of this line are that it provides a rail connection between the new major port being built at Kandla and the hinterland comprising Rajasthan, part of Madhya Bharat, the Punjab and the Delhi and Western Uttar Pradesh areas, which were formerly served by Karachi. It will also connect Kutch through the rail crossing over the Rann of Kutch to the rest of India for the first time in history.

#### INDIAN MEDICINE

**42. Shri Jajwara:** Will the Minister of Health be pleased to state what steps have been taken by the Central Government on Resolution No. 11 relating to the Indian Medicine adopted at the Central and State Health Ministers' Conference on the 10th, 11th and 12th October, 1952?

**The Minister of Health (Rajkumari Amrit Kaur):** No meeting of the Central and State Health Ministers was held in 1952. On the assumption that the hon. Member is referring to Resolution on Agenda item No. 1 passed by the Third Health Ministers' Conference held in August-September, 1950, I would invite his attention to the reply given by me to Dr. V. Subramaniam's starred question No. 349 on the 5th March, 1952, and to Shri S. C. Samanta's starred question No. 1257 on the 27-6-52. The question of indigenous systems of medicine was also discussed by the Central Council of Health at its first meeting held at Hyderabad in January, 1953. The further consideration of this question was postponed to the next meeting of the Council.

#### EMPLOYEES' PROVIDENT FUND ACT (EXEMPTION)

**43. Shri Bansal:** Will the Minister of Labour be pleased to state:

(a) the number of factories which have applied for exemption under Section 17 of the Employees' Provident Fund Act, 1952; and

(b) how many exemptions have been granted so far?

**The Minister of Labour (Shri V. V. Giri):** (a) (i) 480 factories have so far applied to Central Government for