

signments, including essential commodities:—

(i) Armed escorts of Railway Protection Force/Railway Protection Special Force are detailed to patrol affected sections and yards;

(ii) Railway Protection Force staff are detailed at vulnerable outer signals, engineering restrictions and upgradients where trains slow down;

(iii) All important yards, goods shed and parcel offices are guarded round-the-clock by Railway Protection Force personnel. Special attention is being paid to places which are known as black spots.

(iv) Wagons containing high-valued commodities like foodgrains, coal, steel, etc., when running in block loads, are being escorted.

(v) At way-side stations when loads are stabled, they are being guarded by Railway Protection Force staff.

(vi) Intelligence about movements and activities of criminals and receivers of stolen property is collected by Crime Intelligence Branch of the Railway Protection Force and raids are regularly arranged to apprehend criminals and receivers and to recover stolen property.

(vii) Dog Squads are also being utilised for patrolling yards and arrest of suspects.

(viii) Close-coordination is made by Railway Protection Force with the Government Railway Police and Civil Police for effectively tackling the problem of thefts and pilferages.

(ix) As a special measure, in the Eastern sector, specially in the coal belt area of Bihar, 5 companies of Railway Protection Special Force have recently been deployed for escorting coal rakes, other goods trains and track patrolling in vulnerable sections of Dhanbad Division.

Central Road Fund

3419. SHRI XAVIER ARAKAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total amount spent out of Central Road Fund in the year 1980-81;

(b) the principle of allotment and the States that availed of this fund; and

(c) whether the State of Kerala has made any request and if so, whether Kumbalgangai Perumpadappu Bridge and Road is included in the request?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) Rs. 453.17 lacs from April, 1980 to October, 1980.

(b) Money for Central Road Fund works is allocated keeping in view the available resources, the total cost of approved works in progress in each State, stage of physical progress and the capacity of the State Govt. for the pace of handling works. All the States/UTs reporting petrol consumption avail of this Fund.

(c) Yes, Sir, The Kerala Govt. have recently proposed construction of Perumpadappu bridge between Eda-Cochin and Kumbalgangai to be financed out of their allocations in the Central Road Fund. The proposal has been examined and a decision is likely to be reached soon.

Project Consciousness

3420. DR. KARAN SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a unique project called 'Project Consciousness' was started at the National Institute of Mental Health and Neuro Sciences in Bangalore a few years ago; and

(b) if so, what is the progress of the Project and what tentative results have been achieved?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI NIHAR RANJAN LASKAR): (a) Yes, Sir.

(b) The three main areas of activity in respect of the Project comprise of Laboratory, Clinical and Field Work. The Laboratory in the Department of Neuro Physiology has now been equipped and initial work has already commenced. Study of physical, physiological, Biochemical and Psychological correlates of experience in consciousness induced by transcendental meditation, Pranayama and Kundalini is envisaged and is to be taken in stages. Selective applications of some of the techniques are already completed in the Department of Clinical Psychology and Psychiatry. Collection of relevant material through field activity is to be taken up.

Balurghat-Eklaxmi Line

3421. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation from the people of West Dinajpur District in West Bengal for setting up of Railway line from Balurghat to Eklaxmi Railway Station in the district of Maldah; and

(b) if so, when Government propose to take up the work?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, for construction Maldah Eklaxi-Balurghat rail link.

(b) Due to unremunerative character of this project and severe cons-

traint of resources, it is not possible to consider this project in the near future.

Slow Speed of Goods Trains

3422. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Starred Question No. 44 on 20th November, 1980 regarding goods transportation by Railways and state:

(a) the reasons for slow speed of goods trains;

(b) the percentage of goods trains which are hauled by diesel/electric/steam locomotives;

(c) whether cases of derailments of goods trains are showing a rising trend in the last three years; and

(d) if so, the factors responsible for this.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The speed of goods trains is dependent on a number of factors such as track characteristics, whether single or double line, trailing load, type of traction, terrain of the section, density of traffic and proportion of Mail and Express to total trains run, etc.

(b) The percentage of goods train kilometres hauled by diesel, electric and steam locomotives was 59, 20 and 21 respectively in 1979-80.

(c) and (d). The number of derailments of goods trains which occurred during the last three years is given below:

1977-78	..	491
1978-79	..	534
1979-80	..	489

Thus during 1979-80 the number of derailments of goods trains was less as compared to the preceding two years.