

(ब) केन्द्रीय भूमि संरक्षण बोर्ड द्वारा स्थापित केन्द्रों में ४ झफसर और १४ सहायकों को प्रशिक्षण दिया जा चुका है और दो झफसर और चार सहायक प्रशिक्षण प्राप्त कर रहे हैं। १६५ महातेजों को, प्रवासन द्वारा स्थानीय रूप से प्रशिक्षित किया जा चुका है।

Use of Sal Timber for Railway Sleepers

1143. Shri U. C. Patnaik: Will the Minister of Railways be pleased to state what steps have been taken or are proposed to be taken for utilising the Sal timber available in this country for railway sleepers?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): The Railways are already obtaining the maximum available quantity of sal sleepers through the respective State Forest Departments. To conserve the use of sal for sleepers the Railway Ministry has restricted its use for coach and wagon manufacturing purposes on the Indian Railways. Export of Sal has also been banned

Transport of Iron Ore

1144. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to state:

(a) the steps taken by Government to transport the Iron ore lying at Gundrati Margoo station on the Central Railway;

(b) the quantity of iron ore lying at this station; and

(c) the quantity transported from the 1st January to the 31st October, 1958?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Loading of this traffic is controlled entirely by the State Trading Corporation with effect from July, '57 and the supply of wagons is arranged on indents registered by the consignors against permits issued by the State Trading Corporation. During the 12 months ending 30.6.58, 13420 tons of iron ore were despatched from Gundrati Margoo station to Kakinada port against the programmed movement

of 12484 tons. In addition 462 tons of iron ore were also loaded from this station to Vizag port against the programmed movement of 6,000 tons. Simiarily, 3128 and 2377 tons were loaded from this station to Kakinada and Vizag ports respectively during the period July, '58 to October, '58 against the programmed movement of 30,000 and 15,000 tons respectively during the year from 1-7-58 to 30-6-50. The shortfall in loading as compared to the programme was due to less indents placed by the consignors. From this, as also from the answer to part (b) of the Question, it will be seen that the Central Railway Administration have taken adequate steps to transport the iron ore as offered for despatch at Gundrati Margoo station both to Kakinada and Vizag ports.

(b) Although 1500 tons (approximately) of iron ore were awaiting despatch on 30.10.58 from Gundrati Margoo, there were no indents for supply of wagons outstanding at this station on that date.

(c) The figures of actual loading of iron ore from Gundrati Margoo station from January to October, 1958 are given below:—

To Kakinada Port	11739 tons.
To Vizag. Port	2839 tons.
Total:	14578 tons.

Remodelling of Delhi Main Yard

1145. Shri Ram Krishan: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2282 on the 18th September, 1958 and state:

(a) whether the work of remodelling of Delhi Main Yard has since been completed; and

(b) if so, the details thereof?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Not yet.

(b) About 46 per cent work on B.G. remodelling and 82 per cent on M.G. remodelling has been completed