

(ख) किन रिपोर्टों का हिन्दी में प्रकाशन करवाने की व्यवस्था की जा रही है ?

कृषि उप-मंत्री (श्री मो० बें० कृष्णप्पा) :

(क) उपर्युक्त प्रश्न के उत्तर में उद्धृत हिदायतों के अनुसरण में, उन कार्यालयों ने, जो केवल अंग्रेजी में ही रिपोर्टें प्रकाशित कर रहे थे, हिन्दी में भी रिपोर्टें प्रकाशित करने की आज्ञाओं के पालन करने के वास्ते आवश्यक कदम उठाये हैं।

(ख) वे कार्यालय जिन्होंने अब तक हिन्दी में रिपोर्टें प्रकाशित करने का प्रबन्ध किया है, भारतीय कृषि अनुसंधान परिषद् वन अनुसन्धान शाला और कालिजों, देहरादून और केन्द्रीय चावल अनुसंधान शाला कटक हैं। इस मन्त्रालय के अन्तर्गत बहुत से कार्यालय या तो रिपोर्टें जारी नहीं करते हैं या तकनीकी विषय की रिपोर्टें जारी करते हैं जिनमें बहुत अधिक तकनीकी और वैज्ञानिक शब्दावली होती है।

दिल्ली परिवहन उपक्रम को ऋण

२८८. श्री म० ला० द्विवेदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) १९६०-६१ में दिल्ली परिवहन उपक्रम को ऋण के रूप में कितनी राशि दी गयी ;

(ख) १९६१-६२ के लिए कितना ऋण नियत किया गया है ;

(ग) १९६०-६१ में उपक्रम ने कितनी बसें खरीदी और उन में से कितनी इस ऋण को राशि से खरीदीं ; और

(घ) १९६१-६२ में कितनी बसें खरीदीं हैं ?

परिवहन तथा संचार मन्त्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) ४० लाख रुपये।

(ख) ४६ लाख रुपये।

(ग) १९६०-६१ में दिल्ली परिवहन ने ६० बसें खरीदीं जिन में से ५० बसें केन्द्रीय सरकार द्वारा दिये गये ऋण से खरीदी गयीं।

(घ) १०५ बसें।

Temporary Block Staff

289. Shri Kumbhar: Will the Minister of **Community Development and Cooperation** be pleased to refer to the reply given to Starred Question No. 187 on the 21st February, 1961 regarding confirmation of the services of temporary Block staff of the various Union Territories and state:

(a) whether any Union Territories have made Block Staff permanent so far according to their service Rules for their Government servants;

(b) if so, the names of such Union territories; and

(c) the reasons for not doing so in the rest of the Union territories?

The Deputy Minister of Community Development and Cooperation (Shri B. S. Murthy): (a) to (c). Of the Union Territories, Delhi, Himachal Pradesh and Pondicherry have already converted a number of temporary posts in their Blocks into permanent posts. The matter is engaging the attention of the other Union Territories and early steps are being taken towards this end.

Third Class Women Passengers

290. Dr. Atchamamba: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that usually there is no provision for separate waiting rooms for Third Class women passengers at Stations; and

(b) if so, the reasons thereof?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No.

Separate waiting room accommodation for Third Class women passengers is provided at many stations, depending on local conditions and requirements.

At other stations where separate III class Ladies Waiting Room accommodation is not provided the upper class Ladies Waiting Room, if any, is also made available to III class lady passengers.

(b) Does not arise in view of reply to part (a) of the question.

Late Running of Trains

291. Dr. Atchamamba: Will the Minister of Railways be pleased to state:

(a) why all the trains between Hyderabad, Vijayawada and Waltair are running late for the last one year; and

(b) if so, whether Government have contemplated any definite proposals or schemes to prevent such late running of trains on these lines?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Some of the trains on the Hyderabad—Vijayawada—Waltair section have not been keeping time mainly for the following reasons:

- (i) The section Hyderabad—Vijayawada—Waltair is a single line section where the intensity of traffic has already reached saturation point. Long distance Mail/Express and passenger trains run on the section and any late running of one of the trains affects the running of other trains also.
- (ii) The increased tempo of execution of engineering works, undertaken to augment line capacity on the section, which involves cautious driving over long stretches over fairly extended periods of time.
- (iii) Serious breaches on East Coast section of the South

Eastern Railway in August, 1960 and on the Madras—Vijayawada section during November, 1960.

(b) The following steps have been taken or are proposed to be taken to prevent late running of trains on the section:

- (i) The running of these trains is receiving the closest attention of the Railway Administrations. A Section Controller has been specially put on duty to watch the running of trains on the Vijayawada—Waltair section.
- (ii) All avoidable detentions are suitably taken up with staff concerned.
- (iii) Periodical punctuality drives are instituted.
- (iv) Timings of some of the trains which were not maintaining punctuality were revised with effect from 15th June, 1961.
- (v) Proposal to revise the timings of some of the Mail/Express and passenger trains running on these sections in the time table to come into force with effect from 1st October, 1961, in such a way as to provide better paths for them and consequently improve their running, are under active examination.
- (vi) With a view to increasing the capacity, which would naturally eliminate certain amount of detentions for crossings etc., it is proposed to lay a double line between Dornakal and Vijayawada. The works in connection with the doubling are already in progress.

Indigenous systems of Medicine

292. Dr. Atchamamba: Will the Minister of Health be pleased to state:

(a) whether the various schemes in the States for the development of in-