

रेलवे मंत्रालय में उपमंत्री (श्री शाह-नवाज खां) : (क) और (ख). उमरिया स्टेशन पर ऊंचे दर्जे का कोई अलग प्रतीक्षालय नहीं है क्योंकि यहां आने जाने वाले यात्रियों की संख्या को देखते हुए ऊंचे दर्जे का प्रतीक्षालय बनाने का कोई औचित्य नहीं है। इस स्टेशन पर तीसरे दर्जे के दो प्रतीक्षालय हैं : एक पुरुषों के लिए और दूसरा महिलाओं के लिए। वर्तमान यातायात को सम्हालने के लिए ये पर्याप्त है। इस समय ऊंचे दर्जे के यात्रियों के लिए नया प्रतीक्षालय बनाने या तीसरे दर्जे के मौजूदा प्रतीक्षालयों में विस्तार करने का कोई विचार नहीं है।

(ग) सवाल नहीं उठता।

भीमगंज मंडी में टेलीफोन

१४६. श्री बरवा-कोटा : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के कोटा जिले में भीमगंज मंडी में टेलीफोन लगाने के लिए चालू वर्ष में कितना रुपया नियत किया गया है : और

(ख) इस स्थान के लगभग १५ हजार व्यक्तियों ने टेलीफोन लगवाने के लिए जो आवेदन-पत्र दिये हैं, उन पर कब तक विचार किया जा सकेगा और दो-तीन वर्षों से विचाराधीन प्रार्थना-पत्रों की संख्या क्या है ?

परिवहन तथा संचार मंत्रालय में उप-मंत्री (श्री भगवती) : (क) तथा (ख). भीमगंज मंडी कोटा टेलीफोन केंद्र क्षेत्र का ही एक भाग है। कोटा में ५०० लाइनों का एक टेलीफोन केंद्र है जिस से ४६६ संयोजन काम कर रहे हैं। ३१ जनवरी, १९६३ को प्रतीक्षा सूची में २६० आवेदक थे। इन में से ५५ आवेदक भीमगंज मंडी क्षेत्र से हैं। समूचे कोटा क्षेत्र से केवल २७ और भीमगंज मंडी क्षेत्र से १६ आवेदन-पत्र मार्च, १९६० के पहले प्राप्त हुए हैं। ३.७५ लाख रुपये

की कुल अनुमानित लागत से कोटा टेलीफोन केंद्र को ५०० लाइनों से ७०० लाइनों में विस्तार करने की मंजूरी दे दी गई है और अनुमान है कि यह कार्य १९६३-६४ के वित्तीय वर्ष में पूरा हो जायगा।

Review of Punishment

950. Shri Maurya: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 427 on the 28th March, 1962 and state the result of the review which was under contemplation in respect of the official who had not submitted his appeal within the prescribed time?

The Deputy Minister in the Ministry of Transport and Communications (Shri D. Bhagavati): Orders were issued on 12.4.62 rectifying the defect.

मालगाड़ी से चीनी के बोरो की चोरी

६५१. { श्री रामसेवक यादव :
श्री उटिया :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि हाल में बरेली से चन्दीसी होकर रेल द्वारा आगरा को भेजे गये चीनी के ४२० बोरो रास्ते में चोरी हो गये; और

(ख) क्या इस सम्बन्ध में कोई जांच की गई है। यदि हां, तो कौन लोग दोषी पाये गये तथा उनके विरुद्ध क्या कार्यवाही की गई ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : (क) और (ख). जी हां। लेकिन यह चीनी चार अलग-अलग माल-डिब्बों में बरेली से मालगाड़ी द्वारा आगरा होकर, अहमदाबाद, इन्दरगढ़ और पेटलाद भेजी जा रही थी और चीनी की चोरी १।२-२-६३ की रात में हुई, जब ये डिब्बे उत्तर रेलवे के

बरेली और चन्दीसी स्टेशनों के बीच आसफपुर स्टेशन पर खड़े थे। रेलवे पुलिस की सहायता से रेलवे सुरक्षा दल ने चोरी करने वाले गिरोह का पता लगा लिया है। रेलवे पुलिस ने भारतीय दंड संहिता की धारा ३७६, ४११, ४०६ और १२० के अधीन मामला दर्ज कर लिया है और अब तक इस सम्बन्ध में ५ धादमी गिरफ्तार किये गये हैं, जिनके नाम ये हैं :—

१. श्री अब्दुल मजीद
२. श्री राम रतन
३. श्री राम लाल
४. श्री बी० एन० सरूप
५. श्री राम प्रकाश

पुलिस इस सम्बन्ध में आगे जांच कर रही है।

उज्जैन रेलवे स्टेशन के निकट दुर्घटना

६५२. श्री कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उज्जैन रेलवे स्टेशन के पास रेलगाड़ी से कट कर हताहत होने वालों की कितनी घटनायें पिछले वर्ष में हुई हैं ;

(ख) इन में से मजदूरों की संख्या क्या थी ;

(ग) उन दुर्घटनाओं के क्या कारण थे ; और

(घ) क्या रेलवे प्रशासन को यह सुझाव दिया गया था कि वहां पर स्टेशन की पूर्व दिशा में एक ऊपरी पुल और बनाना आवश्यक है और यदि हां, तो इस मामले में क्या कार्यवाही की गई है ?

रेलवे मंत्रालय में उपमंत्री (श्री सैं० बें० रामस्वामी) : (क) १९६२ में पांच दुर्घटनाएं हुईं।

(ख) कोई नहीं।

(ग) शॉटिंग के दौरान अनधिकृत रूप से लाइन पार करने वाले अपने दुस्साहस और असावधानी के कारण गाड़ी या इंजन के नीचे आ गये।

(घ) जी हां। सुझाव देने वाले सज्जन को बताया गया था कि चूंकि ऊपरी पैदल-पुल की जरूरत आम जनता को रेलवे की जमीन के धार-पार जाने के लिए है, इसलिए इसके बनाने का खर्च और इसके अनुरक्षण का वार्षिक धारवर्ती खर्च (annual recurring charges for maintenance) राज्य सरकार या स्थानीय सिविल अधिकारियों को देना होगा और इस सम्बन्ध में उन्हीं से सम्पर्क स्थापित किया जाय।

उज्जैन के रेलवे कर्मचारियों के लिये बचाव

६५३. श्री कछवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उज्जैन में काम करने वाले रेल कर्मचारियों की संख्या क्या है ;

(ख) इन में से कितने कर्मचारी ऐसे हैं, जिनके लिये सरकारी आवास-गृहों की व्यवस्था की गई है ;

(ग) क्या यह सच है कि उज्जैन रेलवे स्टेशन की पश्चिम दिशा में बनाये गये कुछ आवास-गृह वर्षा ऋतु में पानी से भर जाते हैं ; और

(घ) यदि हां, तो इस तकलीफ को दूर करने की क्या व्यवस्था की गई है ?

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) (क) १,४६७।

(ख) ५२४।

(ग) लगातार भारी वर्षा में इन मकानों के पास पानी इकट्ठा हो जाता है।

(घ) इस क्षेत्र से जल्द पानी निकालने के लिए भोजूदा नाली को चौड़ा किया जा रहा है।

गुना-मक्सी रेलवे लाइन

१५४. श्री कल्लवाय : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गुना-मक्सी रेल मार्ग का निर्माण कार्य कब तक पूरा होगा; और

(ख) क्या इस मार्ग को देवास से मिलाने की भी योजना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बें० रामस्वामी) : (क) आशा है कि यह लाइन १९६७ तक बन कर तैयार हो जायेगी ।

(ख) जी नहीं ।

Training of Women Workers

१५५. { Shri N. R. Laskar;
Shri Berwa Kotah:

Will the Minister of Community Development and Cooperation be pleased to state:

(a) whether it is a fact that Government have sponsored a scheme to train women workers for various community development works; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri B. S. Murthy): (a) Yes, Yes, Sir.

(b) A statement is placed on the Table of the House.

STATEMENT

A scheme for training 25,000 Associate Women Workers in Community Development by the end of the 3rd Plan period has been recently sanctioned. The aim is to select five village women per block with leadership qualities and train them to take to better methods of agriculture, Animal Husbandry, Cottage Industries, Health and Hygiene including nutrition and Family Planning, promote habits of savings and enable them to take active part in the co-operative and the Panchayat. They will supplement the efforts of the Gram Sevikas and Mukhya Sevikas in organising women's associations and the programmes under the Village Volunteer

Force with special emphasis on production and mass education.

2. The scheme will cost Rs. 27.35 lakhs and will be met entirely by the Government of India in the Ministry of Community Development and Cooperation. On account of the present Emergency, it has been possible to provide only a sum of Rs. 4 lakhs during 1963-64 for training about 4,500 workers in 28 centres.

3. The trainees will be selected from among office bearers and leading members of Mahila Mandals; preference in the first instance may be given to village women workers from blocks, situated in areas where special programmes like intensive district agricultural programme, applied nutrition programme, integrated child welfare scheme, etc. are being taken up.

4. The duration of training will be one month and it may be split up into convenient sessions, if necessary. The training will be given at Gram Sevikas' and Mukhya Sevikas' Training Centres and such other voluntary institutions as have the necessary facilities. There is a provision of an additional instructor for these training centres for this purpose. The scheme also provides a sum of Rs. 4,000/- on an average, per centre, for putting up additional accommodation that may be necessary for implementing this programme. Each Training Centre will run 4 courses during the year.

5. The syllabus provides for 73 hours of theory and 91 hours of practicals and includes demonstrations, visits to local institutions, etc.

राजस्थान में टेलीफोन

१५६. श्री बेरवा-होटा : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में १९६२-६३ में कितने टेलीफोन लगाये गये; और

(ख) उपरोक्त अवधि में राजस्थान में टेलीफोनों से कितनी धाय हुई और उन पर कितना खर्च हुआ ?

परिवहन तथा संचार मंत्रालय में उपमंत्री (श्री भगवती) : (क) दिसम्बर, १९६२ के मन्त तक १०४१ टेलीफोन लगाये गये ।

(ख) १९६२-६३ के राजस्व सम्बन्धी आकड़े वित्तीय वर्ष के समाप्त होने पर ही उपलब्ध हो सकेंगे । टेलीफानों पर होने वाले व्यय का राज्यों के क्रमानुसार व्यौरा नहीं रखा जाता ।

Ore-Carrying Road in Mysore

957. **Shri S. B. Patil:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Central Government have agreed to finance the ore-carrying Banasandra-Hassan-Mangalore road in Mysore State; and

(b) if so, what is the total estimated cost of this road, according to revised specification?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):

(a) and (b). Yes Sir, a grant of Rs. 44.76 lakhs was made in February 1959 for developing the Banasandra-Hassan-Mangalore road to single lane standard. The Mysore Government now want the Central aid to be increased to 50 per cent of the cost of widening the road to two lane carriageway and strengthening the crust which are estimated to involve a total amount of Rs. 4.29 crores. This request is being examined in consultation with the Planning Commission.

National Highways

958. **Shri S. B. Patil:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Government of Mysore have approached the Central Government to include Bangalore-Mysore-Mercara-Mangalore road and Bangalore-Mysore-Ootacamund road as National Highways;

(b) if so, the action taken thereon;

(c) whether it is also a fact that Mysore has the lowest mileage of Na-

tional Highways as compared to the adjoining States; and

(d) if so, what action the Central Government proposed to take in order to remove this disparity?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). No proposal for the declaration of the Bangalore-Mysore-Ootacamund road as a National Highway has been received from the Mysore Government. The State Government, however, suggested some time back the inclusion of the Bangalore-Mysore-Mercara-Mangalore road in the National Highway System. It has not been possible to accept this proposal as no funds are available for the expansion of the existing National Highway System under the Third Five-Year Plan.

(c) and (d). The total length of National Highway routes within the Mysore State is 816 miles which includes 280 miles for National Highway No. 13 added to the National Highway System in May 1960. In terms of area, the National Highway length in the Mysore State works out to 1.1 per 100 sq. miles of area as compared to 1.3 in Andhra Pradesh, 2.1 in Madras State, 1.7 in Kerala and 1.3 in Maharashtra. The National Highway routes are determined not on any State-wise or regional basis but from the standpoint of the country as a whole so as to serve predominantly national as distinct from local interests.

Accumulation of Cargo at Neamati, Assam

959. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that empty wagons are not provided for river to rail traffic, resulting in large accumulation of Cargo awaiting Rail at Neamati in Assam on the N.E. Railway;

(b) if so, the accumulation of cargo at the beginning of February and of March, 1963; and

(c) the steps being taken to meet the situation?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. Wagon supply at Neamati Ghat is arranged in accordance with the requirements as indicated in the coordination meetings held between the Railways and the Steamer Companies. This requirement has been met in full.

(b) During the month of February 1963, there had been unexpected heavy arrivals through Joint Steamer Companies. Cargo awaiting transhipment by rail at Neamati Ghat, therefore, increased from 2,082 metric tons on 1st February 1963 to 4,620 metric tons on 1st March 1963.

(c) Wagon supply has been stepped up from a daily average of 9 wagons in December 1962 to 25 during the first fortnight of March, 1963 for the speedy clearance of the cargo.

Accident near Lasina

960. { Shri D. S. Patil:
Shri Berwa Kotah:
Shri Sidheshwar Prasad:

Will the Minister of Railways be pleased to state:

(a) whether the Murtiazapur-Yeotmal passenger train was involved in an accident near the Lasina Railway Station on the 19th February, 1963;

(b) if so, the details of the accident; and

(c) the causes of the accident?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) At about 23:30 hours on 19th February 1963 while 633 Down Mixed train was on the run between Lasina and Yeotmal stations of Central Railway, it got parted into two portions. The first portion arrived Yeotmal at 1.15 hours on 20.2.63 and the second portion rolled back and stopped between Ladhed and Lasina and was brought to Yeotmal by train engine at 5.00 hours on 20.2.63.

(c) This is under investigation.

Research on Forage Crops

961. **Shri Vishram Prasad:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the agronomical researches are being conducted on forage crops in India; and

(b) if so, the results thereof as regards the nutritive food value?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The nutritive values of most of the forage crops occurring in various parts of the country have been studied and published. Some recent results are as follows:

(1) At Indian Agricultural Research Institute, New Delhi, Pusa Giant Napier showed 25 per cent more protein and 12 per cent more sugar than ordinary Napier and gave almost double the yield per acre.

(2) At Poona (Maharashtra) a selection EBM-8 Marvel gave higher percentage of protein and higher yield of fodder as compared with local marvel (*Dicanthum annulatum*)

Mukerian-Talwara Railway Line

962. **Shri Daljit Singh:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 362 on the 2nd March, 1963 regarding Mukerian-Talwara Railway Line and state:

(a) whether any agreement has been arrived at between the Punjab Government and Central Government in this respect;

(b) if so, the details thereof; and

(c) the proportion of the share of amount sanctioned by the Central Government in this regard?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy) (a) Yes, Sir.

(b) and (c). Being a 'Deposit Work' the entire cost of the work viz. Rs. 1.24 crores will be borne by the State Government.

Rupar-Nangal Dam Section

963. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is an agreement with Punjab State Government for development and passenger amenities to be provided on Rupar-Nangal Dam Section of the Northern Railway upto 1968 on 50:50 basis;

(b) whether in view of the completion of Bhakra Dam the State Government have refused to spend any more amount for development and passenger amenities on this section; and

(c) if so, the steps Government propose to take in this regard?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) An agreement was entered into with the Government of Punjab in 1947 according to which the cost of all non-removable assets, such as land, earthwork, ballast, concrete masonry of bridges and buildings etc., was borne by the Government of Punjab whereas the cost of all removable assets, such as permanent way, girders, signals, telegraph equipment etc., was borne by the Railway Administration.

(b) The Punjab Government are not agreeable to pay their share of the cost of amenity works on the ground that the railway line had been working at a loss since its opening to traffic in 1948 and they have not even recovered the interest charges on the capital invested by them on this line.

(c) The matter is under consideration.

Supply of Fertilisers to Tea Gardens

964. Shri P. C. Borooah: Will the Minister of Food and Agriculture be pleased to state:

(a) whether tea gardens in Assam, West Bengal and other areas in the North East suffered for want of fertilisers of proper quality and quantity during 1962;

(b) if so, the actual demands of the tea gardens in each area and the supplies made to them; and

(c) the steps being taken to supply fertilisers in adequate quantity to these gardens during the ensuing year?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). Fertilisers are allotted by the Ministry of Food and Agriculture for supply to the Tea Gardens in Assam and West Bengal in the North East India. During the year 1961-62 the demand was originally estimated by the Tea Board at 78,744 tonnes of Sulphate of Ammonia but was subsequently revised by Tea Board to 1,16,557 tonnes of Sulphate of Ammonia. It is estimated that about 60 per cent of the demand is for the Tea Gardens in Assam and the balance for the Tea Gardens in West Bengal. The actual quantity supplied by this Ministry to the approved distributors for sale to the Tea Gardens was of the order of 75,000 tonnes of Sulphate of Ammonia. About 16,000 tonnes of Ammonium Sulphate Nitrate and 1500 tonnes of Urea were also supplied. As the realistic demand of the Tea Gardens was substantially met there was no complaint regarding the crop having suffered on account of inadequate supply of fertilisers or their poor quality.

(c) During 1962-63 allocations of the full requirements of Tea Gardens in North East India have been made.