

THE DEPUTY MINISTER OF IR-RIGATION AND POWER (SHRI J. S. L. HATHI) : (a) No such proposal is at present under consideration.

(b) Does not arise.

SETTING UP OF A STEEL FOUNDRY AT CHITTARANJAN

•129. SHRI NIRANJAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the plans for the setting up of a steel foundry at Chit-taranjati have been finalised; and

(b) if so, what is the approximate period in which this project will be taken up?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) Yes, sir.

(b) The actual construction on the project is expected to commence by August, 1960.

PRIMARY HEALTH CENTRES OPENED IN 1959-60

34. SHRI HARIHAR PATEL; Will the Minister of HEALTH be pleased to state:

(a) the number of Primary Health Centres which were opened by Government during the year 1959-60; and

(b) in which States they were opened?

THE MINISTER OF HEALTH (SHRI D. P. KARMARKAR): (a) and (b) The required information is as follows:—

Name of state	No of Primary Health Centres opened during 1959-60
Uttar Pradesh	238
Bombay	64
Andhra Pradesh	26
Madras	6
Rajasthan	8

Name of state	No of Primary Health Centres opened during 1959-60
Kerala	6
Mysore	24
Madhya Pradesh	61
Bihar	34
Orissa	24
West Bengal	13
Punjab	24
Assam	9
Jammu and Kashmir	10
Himachal Pradesh	10
Delhi	2

UNREMUNERATIVE RAILWAY LINES

35. SHRI HARIHAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway lines of the Indian Railways which are unremunerative at present and to what extent;

(b) what are the reasons of their being unremunerative; and

(c) what steps are being taken by Government to make them remunerative?

THE DEPUTY MINISTER OF RAILWAYS (SHRI SHAH NAWAZ KHAN) : (a) Three zonal Railways, viz., North Eastern, Northeast Frontier and Southern, have shown a net deficit in 1958-59, the latest year for which the completed accounts are available. The net deficits of these three railways were Rs. 5-80, 7-99 and 2-83 crores respectively in that year.

(b) The former North Eastern Railway, which has been bifurcated into the present North Eastern & Northeast Frontier Railways, was also showing a deficit from year to year, this being partly due to the inevitable higher operating cost per train mile on an all-metre gauge Railway and partly due to the natural difficulties