

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 Chittaranjan 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