

तादाद बहुत कम है। आप चाहें तो मैं तादाद बतला सकता हूँ। १९५३ में हमने ३० लड़के भेजे थे, वहाँ से १० आए; १९५४ में २५ भेजे थे, वहाँ से १० आए हैं; १९५५ में ३७ भेजे थे—१४ गर्ल और २३ बॉयज़—और वहाँ से ७ लड़के और ३ लड़कियाँ आई थीं और १९५६ में we sent 36 boys and girls and 10 came from there—4 girls and 6 boys. In 1957 we have sent 37 people and 5 boys and 5 girls have come from there.

**श्री ज० रा० कूर :** मेरे प्रश्न का दूसरा हिस्सा रह गया है कि उन्हें क्या क्या सिखाया जाता है और उस पर सरकार का क्या खर्चा होता है ?

**श्री गी० एस० देशमुख :** यह ज्यादातर सिवानों की बात नहीं है। ज्यादा इसका उद्देश्य यह है कि दूसरे शो में हमारे सम्बन्ध बढ़े।

**DR. R. B. GOUR:** May I know among these how many were actual tillers and how many were those who only supervise their farmers?

**DR. P. S. DESHMUKH:** They are mostly farmers but there may be some who may be supervisors.

#### REPLACEMENT OF OVERAGED LOCOMOTIVES ON THE RUPSA-BARIPADA-BANGRIPOSI RAILWAY LINES

\*91. **SHRI MAHESWAR NAIK:** Will the Minister for RAILWAYS be pleased to refer to the reply given to Starred Question No. 408 in the Rajya Sabha on the 30th May 1956 and state whether in view of the frequent break-downs of the overaged railway locomotives in service on the Rupsa-Baripada-Bangriposi lines on the South-Eastern Railway, Government have since decided to replace such locomotives?

**THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KHAN):** Before the existing locomotives can be replaced with standard

type locomotives, it is necessary that the existing track should be raised with heavier rails and new sleepers. Funds for this work have been provided in the 1957-58 Budget.

**SHRI MAHESWAR NAIK:** May I know whether the Government is aware that due to numerous break-downs on this line, passenger traffic is being diverted to road traffic and the railway traffic is whittling down?

**SHRI SHAH NAWAZ KHAN:** We are aware of that. This is a narrow gauge line on which we have got some very old type of locomotives. We have already decided to re-lay the tracks with heavier type of rails. At present it is 30 lbs. rail and we want to replace it by 50 lbs. rail and put in new sleepers so that we can introduce standard type of locomotives and it has been sanctioned in the Budget this year?

**SHRI MAHESWAR NAIK:** May I know for how many years these locomotives have been in service and what is the average length of life of these locomotives?

**SHRI SHAH NAWAZ KHAN:** On this particular line we have got 4 locomotives working. Two are 53 years old and 2 are 32 years old. The normal life of a locomotive is about 40 years.

**DR. RAGHUBIR SINH:** Is the life of the locomotives calculated in terms of years or also in terms of mileage done?

**SHRI SHAH NAWAZ KHAN:** Generally the locomotives are condemned on condition basis.

**SHRI MAHESWAR NAIK:** May I know whether the Minister got the number of break-downs during last year?

**SHRI SHAH NAWAZ KHAN:** I don't have that.

**DR. D. H. VARIAVA:** There is a track between Jaipur and Porbunder

in Saurashtra where the trains are delayed by 4 hours. Now they are taking 8 hours. The reason given is that the track is not safe and that sleepers are to be replaced. Now this is going on for the last one year. Has the Ministry any scheme to rectify this position and make the time normal as it was before?

MR. CHAIRMAN: That does not arise from this question.

SHRI D. A. MIRZA: Is it because of the condemned locomotives that the trains are not reaching the destination in time?

SHRI JAGJIVAN RAM: I would like to answer this question. We don't use any condemned locomotive anywhere. Once they are condemned, they are condemned and they are never put on the line again.

SHRI D. A. MIRZA: Then why are they not reaching the destinations at the scheduled time? They never reach in time.

SHRI JAGJIVAN RAM: There are various factors which contribute to the delay in the arrival of trains and why they have not been able to maintain 100 per cent. punctuality. I am sure during the course of the discussion on Budget I will be able to give the details of those factors which contribute to the delay of trains.

#### FOREIGN TOURISTS TO AJANTA CAVES

\*92. SHRI DEOKINANDAN NARAYAN: Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) the number of foreign tourists who visited the Ajanta Caves during the period from May 1956 to March 1957;

(b) the number of such tourists who visited the Caves from Jalgaon and took advantage of the Guest House at Ajanta and the rest rooms at Jalgaon Railway Station; and

(c) whether Government have received any communications from the

tourists complaining of inconveniences experienced by them there or at the Caves?

THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR): (a) 2,224.

(b) and (c). A statement is laid on the Table of the Sabha.

#### STATEMENT

638 tourists, including Indians, stayed at the Railway Retiring Rooms at Jalgaon and 72 foreign tourists stayed at the Fardapur Guest House near Ajanta.

Some complaints were received from the tourists. To remedy these, the following measures have been taken:—

- (i) The first class Government rest house at Fardapur, which is about  $3\frac{1}{2}$  miles from the Ajanta Caves, has been improved and the accommodation increased from eight beds to sixteen beds.
- (ii) The Bombay State Transport buses plying between Jalgaon and the Ajanta Caves have commenced operating via Fardapur rest house.
- (iii) To provide drinking water and lodging at the foot of the Caves, the place has been surveyed by the engineers and the architects of the C.P.W.D. who are preparing plans and estimates for putting up a canteen with two retiring rooms including the sinking of a tubewell to serve as a source of water supply.
- (iv) The Department of Archaeology have appointed two wholetime Guide Lecturers at the Caves. It is also proposed to hold a Guide Training Course at Aurangabad to provide a nucleus of private trained guides.