

(c) if the answer to part (b) above be in the affirmative, what action Government propose to take in the matter?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) The old practice of allowing black-oil tank wagons on their return trip to be back-loaded with vegetable oil, as and when this was found convenient, was discontinued from September 1948 in respect of edible vegetable oil and from October 1953 in respect of non-edible vegetable oil. The arrangement of temporary transfers of tank wagons from the pool for petroleum oils and lubricants to that for vegetable oil, whenever this is found feasible, has, however, continued all along.

(b) Yes.

(c) The practice of allowing back-loading of black-oil tank wagons with vegetable oil, which had been discontinued, has since been restored until the availability of vegetable oil tank wagons improves sufficiently to meet the requirements of the vegetable oil trade reasonably well.

SHRI L. H. DOSHI: Are there any conditions applied for the restoration of these oil tank wagons?

SHRI O. V. ALAGESAN: No conditions, Sir. I may also inform the hon. Member that 50 additional wagons have been allotted for vegetable oil traffic.

SHRI O. SOBHANI: At whose instance was this practice discontinued in September and October?

SHRI O. V. ALAGESAN: Sir, the Ministries of Food and Agriculture and also the Ministry of Health objected to this practice and they said that it was injurious to health when vegetable oil was loaded in these tanks. So they advised us to discontinue this practice.

SHRI C. G. K. REDDY: What about the vegetable oil already mixed with the mineral oil?

MR. CHAIRMAN: Time is up. Question hour is over.

WRITTEN ANSWERS TO QUESTIONS

INCREASE IN THE PRODUCE OF POTATO UNDER THE G.M.F. SCHEME

*306. SHRI V. M. SURENDRA RAM: Will the Minister for FOOD AND AGRICULTURE be pleased to state the increased quantity of potato produced as a result of the "Grow More Food" Scheme in Madras State in the year 1952-53?

THE MINISTER FOR FOOD AND AGRICULTURE (SHRI RAFI AHMAD KIDWAI): No scheme for the increased production of potatoes under the Grow More Food Programme was submitted by the Madras Government during 1952-53 and as such no financial assistance on this account was granted to the State Government.

OIL TANK WAGONS

*325. SHRI L. H. DOSHI: Will the Minister for RAILWAYS be pleased to state:

(a) the number of oil tank wagons in the different zones of the Indian Railways;

(b) how many of these wagons are used for the transport of (i) mineral oils, and (ii) vegetable oils;

(c) whether it is a fact that the tank wagons allotted for the transport of vegetable oils are inadequate to meet the demand; and

(d) if the answer to part (c) above be in the affirmative, what action Government propose to take to meet the shortage?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) While the petroleum oil tank wagons are not allotted to the Railways, but to different bases serving different areas covering part of one or more Railway Zones, the vegetable oil tank wagons are placed at the disposal of the various Railways. The total number of petroleum and vegetable oil tank wagons is as follows:—

B.G.	3,600.
M.G.	1,429.

(b) The distribution of these tank wagons between the petroleum (mineral) oil and the vegetable oil traffic is as under:—

	B.G.	M.G.
Petroleum (mineral) oil	33,36	1,391
Vegetable oil	264	38

†Includes 6 temporarily transferred to the pool of vegetable oil traffic.

(c) Yes.

(d) The following measures are adopted:—

(i) 50 more vegetable oil tank wagons have recently been received and a provision for ordering a large number of new tank wagons is being made.

(ii) The practice of allowing back-loading of black oil tank wagons with vegetable oil as and when feasible, which had been discontinued, has since been restored until the availability of vegetable oil tank wagons improves sufficiently to meet the requirements of vegetable oil trade.

(iii) Temporary downgrading of petroleum oil tank wagons for use for vegetable oil traffic as and when it can be conveniently arranged without detriment to the movement of petroleum oil traffic.

SCHEME TO CONNECT INDORE WITH BROAD GAUGE

196. SHRI V. S. SARWATE: Will the Minister for RAILWAYS be pleased to state:

(a) whether the scheme to link Indore with a broad gauge railway line has been finalised; and

(b) if so, what will be the route of this line?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): (a) Not yet.

(b) Three alternative alignments, viz., (i) Indore-Dewas-Ujjain, (ii) Indore-Dewas-Maksi, (iii) Indore-Dewas-Tarana Road are under investigation and a decision in the matter will be taken after the traffic survey reports, which are expected shortly, have been examined.

ADULT TRAINING CENTRES

197. SHRI B. V. KAKKILAYA: Will the Minister for LABOUR be pleased to state:

(a) the number of adult training centres which are being run under the employment exchanges in each State;

(b) the number of trainees—

(i) who have passed out of these centres each year; and

(ii) who are on the rolls of these centres at present;

(c) what are the diplomas or certificates granted by these centres; and

(d) whether these diplomas or certificates are recognised by any State Government?

THE MINISTER FOR LABOUR (SHRI V. V. GIRI): (a) and (b). Two statements are placed on the Table of the House. [See Appendix VI, Annexures Nos. 105 and 106.]

(c) A diploma in craftsmanship is awarded to the passed-out trainees.

(d) Yes, by some State Governments.