

lore, for the production of telephones each year ;

(b) the annual requirements of telephones in India ;

(c) what are the raw materials for want of which, the Industry is unable to produce to its maximum capacity ; and

(d) what are the articles other than telephones intended to be produced by this Industry ?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR) : (a) Exchange Equipment 30,000 lines, Telephone Instruments 50,000.

(b) About 30,000 lines Exchanges Equipment, about 40,000 Instruments.

(c) Special ferrous, ferrous and non-ferrous metals and Fine wire enamelled and or insulated.

(d) For the present it is proposed to manufacture Automatic Exchange Equipment, Inter-Communication Sets, Carrier Systems, Portable Control Telephones for Railways, Intermediate and Main Distribution Frames, Arrestors and Fuse Strips, Iron Work, Selector Racks and Relays for Exchanges.

SHRI M. VALIULLA : Are we producing about 90% of the component parts for these industries ?

SHRI RAJ BAHADUR : Roughly yes.

SHRI M. VALIULLA : Are we getting all the raw materials that are required to produce the telephones ?

SHRI RAJ BAHADUR : I have stated that we have to get some material from abroad.

SHRI M. VALIULLA : Has the General Manager who recently went abroad to bargain for the purchase of raw materials returned ?

SHRI RAJ BAHADUR : The hon. Member is very well informed.

SHRI GOVINDA REDDY : In order to make our country self-sufficient in these products, have Government restricted imports of these materials from foreign countries ?

SHRI RAJ BAHADUR : So far as telephones are concerned we hope in course of time to meet our requirements from local manufacture and for such parts of the equipments and instruments as we are unable to manufacture here, we have got to depend on the A. T. E. in England.

SCHOOLS CONDUCTED OR AIDED BY RAILWAY MINISTRY

*245. SHRI T. R. DEOGIRIKAR : Will the Minister for RAILWAYS be pleased to state :

(a) whether there are any secondary or primary schools conducted or aided by the Railway Ministry for the children of Railway employees ; if so, what is the number and location of such schools ;

(b) what is the annual expenditure incurred by the Railway Ministry for running or aiding those schools ; and

(c) whether those schools are open to the children of persons other than Railway employees ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) Yes. There are 152 schools run by Railway Administrations and 113 non-Railway Schools who receive grants-in-aid from Railway Revenues. Two statements are placed on the Table of the House giving details of these schools. [See Appendix III, Annexure No. 71.]

(b) Total expenditure incurred during the year 1951-52 for running the Railway Schools and giving grants-in-aid to Non-Railway Schools amounted to Rs. 33 lakhs approximately.

(c) Railway Schools are intended primarily for the children of the railway employees but children of outsiders are admitted if accommodation is available after meeting the requirements of the children of railway employees.

SHRI T. R. DEOGIRIKAR : May I know whether Government thinks it advisable to convert the schools into technical training schools in the new set up ?

SHRI O. V. ALAGESAN : Each case has to be examined and then only it can be done. All these schools cannot be converted into technical schools.

SHRI T. R. DEOGIRIKAR : Are there any technical training schools run by the Railways ?

SHRI O. V. ALAGESAN : I don't think.

SHRI D. NARAYAN : Is Bible compulsorily taught in some of the railway schools ?

SHRI O. V. ALAGESAN : I am not aware of any such thing.

GOVERNMENT DEBT LIABILITIES ON PURCHASE OF RAILWAYS

*246. SHRI T. R. DEOGIRIKAR : Will the Minister for RAILWAYS be pleased to state :

(a) what are Government debt liabilities on purchase of Railways abroad ; and

(b) how many Railways, foreign owned and foreign managed, are still there in India ; whether Government propose to purchase them ; if so, when ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT

(SHRI O. V. ALAGESAN) : (a) The debt liabilities on this account as outstanding on 31st March, 1952 amounted to Rs. 858 lakhs roundly.

(b) Only one, namely the Barsi Light Railway. Government is considering the question of purchasing this line on 1st January, 1954.

SHRI T. R. DEOGIRIKAR : May I know whether all the capital invested in the Barsi Railway is British ?

SHRI O. V. ALAGESAN : Yes—it is foreign owned railway at present.

SHRI T. R. DEOGIRIKAR : When is their contract terminating ?

SHRI O. V. ALAGESAN : We can give one year's notice and take over.

The contract terminates on the 1st January next.

SHRI H. P. SAKSENA : How many Railways are still being run by companies and what is their total strength ?

SHRI O. V. ALAGESAN : This is the only foreign owned railway. There are other small railways which are owned by District Boards.

SHRI H. P. SAKSENA : I did not ask for foreign owned railways. I asked for the railways that are being run by private companies now.

SHRI O. V. ALAGESAN : The question refers to railways owned by companies abroad.

SHRI B. K. MUKERJEE : Is it not a fact that Martin and Co. wants some of these light railways to be treated as Indian owned railways and not as foreign owned railways ?

SHRI O. V. ALAGESAN : The question refers to debt liabilities on purchase of railways abroad.

RAILWAY ACCIDENTS

*247. SHRI M. VALIULLA : Will the Minister for RAILWAYS be pleased to state :

(a) the number of railway accidents in India from April, 1952 to the end of November, 1952 ;

(b) the causes for each of those accidents ; and

(c) the extent of loss of human life involved in these accidents ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT

(SHRI O. V. ALAGESAN) : (a) Nine serious accidents i.e., accidents to trains carrying passengers attended with loss of human life and/or grievous hurt and/or damage to property to the value of