

Import of Artificial Silk Yarn

1691. Shri Chandriki: Will the Minister of Commerce be pleased to state:

(a) whether artificial silk yarn is imported from foreign countries, and if so, from which countries,

(b) whether the imported artificial silk yarn is meant for home consumption or whether manufactured goods therefrom are exported to any country; and

(c) whether such import is under any barter agreement or otherwise?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes, Sir. The countries from which the yarn is chiefly imported the Belgium, France, Italy, Japan, Netherland, Switzerland, the United Kingdom, West Germany and the United States of America.

(b) The imported artificial silk yarn is meant for home consumption as well as for the manufacture of fabrics for exports.

(c) Import of artificial silk yarn is not under any barter agreement, but is imported mostly under Export Promotion Scheme for export of Rayon and synthetic yarn fabrics.

Collaboration with Foreign Companies

1692. { Shri Manabendra Shah:
Shri Hukam Chand
Kachhavaiya:

Will the Minister of Industry and Supply be pleased to state:

(a) whether it is a fact that the number of foreign companies seeking collaboration with Indian firms has been dwindling since 1963;

(b) if so, the reasons therefor;

(c) how many foreign companies have offered for collaboration since January, 1964; and

(d) how many offers have been received from Canada?

The Deputy Minister in the Ministry of Industry and Supply (Shri Bibudhendra Misra): (a) to (d). The information is being collected and will be placed on the Table of the House in due course.

Tea Research Institute

1693. Shri E. Madhusudan Rao: Will the Minister of Commerce be pleased to state:

(a) whether Government propose to establish a tea research institute for the production of a better quality of tea in the country;

(b) if so, the details thereof and the proposed place of its establishment; and

(c) the approximate cost involved?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) to (c). A Co-operative Tea Research Association has already been set up by the Council of Scientific and Industrial Research. The Tocklai Experimental Station at Jorhat (Assam) is the Central Research Institute of the Association. The Dooars Tea Research Institute at Mal, Jalpaiguri (West Bengal) run by the Indian Tea Planter's Association is also expected to be taken over by the Tea Research Association. 50% of the expenditure of approximately Rs. 30 lakhs per year incurred by the Tea Research Association is being borne by the Tea Board and the Council of Scientific and Industrial Research.

Supply of Refreshments on N. E. Railway

1694. Shrimati Ramdulari Sinha: Will the Minister of Railways be pleased to state:

(a) which classes of passengers are entitled to the facility of sending tea

messages by telegrams for supply of refreshments or meals;

(b) the percentage of the telegrams which reached the destination in time in 1963 on N. E. Railway; and

(c) the steps being taken to ensure that such telegrams are not delayed in transmission?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Messages for service of meals etc., which are required for passengers and communicated by them to Railway staff such as Station Masters, Guards and Conductor Guards are sent free of cost. This facility is available to all passengers, irrespective of their class of travel.

(b) Such statistics are not maintained.

(c) Instructions exist that messages for meals etc., should be transmitted promptly. Delays coming to notice are investigated and suitable action is taken to avoid a recurrence.

कल्याण और शहद स्टेशनों के बीच रेलवे गाड़ियों का बन्द किया जाना

1695. श्री बसवंत : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिनांक 15 सितम्बर, 1964 को कल्याण और शहद स्टेशनों (बम्बई क्षेत्र) के बीच एक माल ट्रक के अड़ जाने के कारण कितनी सवारी गाड़ियां स्थगित की गयीं और उनमें लम्बी सफर की और स्थानीय (लोकल) गाड़ियों की संख्या कितनी थी ; और

(ख) क्या स्थगित की गई स्थानीय गाड़ियों की सवारियों को जाने के लिये कोई सुविधा दी गयी और यदि नहीं तो क्यों ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) 15-9-1964 का जब कल्याण और शहद के बीच रेलवे लाइन में 1 बजे से 5 बजे तक अवरुद्ध हो गयी थी, तो कल्याण की ओर से आने वाली तीन स्थानीय गाड़ियां और विपरीत दिशा में जाने वाली तीन स्थानीय गाड़ियां रद्द कर दी गयीं। लम्बे सफर की 4 गाड़ियां, दो बम्बई से आने वाली और दो बम्बई को जाने वाली, क्रमशः कल्याण और टिटवाला स्टेशनों पर 24 मिनट से लेकर 64 मिनट तक रुकी रहीं, लेकिन इनमें से किसी गाड़ी को रद्द नहीं किया गया।

(ख) लाइन अवरुद्ध रहने की अवधि में कल्याण और टिटवाला स्टेशनों के बीच आप और डाउन लाइनों को गाड़ियों के लिए बन्द कर देना पड़ा, ताकि एकावट दूर करने के लिए क्रेन का इस्तेमाल किया जा सके। इसलिए उन यात्रियों के लिए कोई स्थानीय गाड़ी नहीं चलायी जा सकी, जो रद्द की गयी गाड़ियों से कल्याण आते-जाते थे। आमतौर पर स्थानीय उपनगरीय सेक्शन पर भी, जहाँ बहुत थोड़े-थोड़े असें पर गाड़ियां मिलती हैं, ऐसा विशेष प्रबंध नहीं किया जाता। शाम को 5 बजकर 15 मिनट पर रेलवे लाइन से एकावट हट जाने के बाद क्राफी तादाद में स्थानीय गाड़ियां इस सेक्शन पर मिलने लगीं।

Underground Railway in Bombay

1696. Shri Ram Harkh Yadav: Will the Minister of Railways be pleased to state:

(a) whether Government have under consideration any plan for an underground railway project in Bombay city;

(b) if so, the details of the project;

(c) the time by which the project is likely to materialise; and

(d) the estimated expenditure on the project?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):