

Level Crossings on Central Railway

449. **Shri M. L. Jadhav:** Will the Minister of Railways be pleased to state:

(a) how many level crossings are there on the Central Railway between Nasik-Road and Kalyan Stations on the Bombay-Agra Road;

(b) whether heavy traffic is being held up for a number of times and for a pretty long period every day on these level crossings;

(c) whether there is any move to cover these level crossings by overbridges to remove the bottlenecks in the road traffic; and

(d) if so, when?

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

(a) Three—at miles 53|8, 70|51-52 and 95|12 from Bombay.

(b) No.

(c) and (d). As a matter of policy Railways undertake construction of road over/under bridges in replacement of existing busy level crossings, if the State Government/Road authority sponsor such schemes and allocate funds for their share of the cost i.e. the cost of sloping approaches to the bridge. The 3 level crossings in question, between Nasik Road and Kalyan Stations are on an important National Highway. The Government of Maharashtra had, therefore, approached the Ministry of Transport, Government of India for acceptance of the proposals for road over/under bridges at these level crossings (including financial allocation) during the current plan period. The State Government has in August 1964, intimated that due to paucity of funds the work on these overbridges will not be possible during the current plan period.

There have been no complaints about any incidence of traffic hold up at these level crossings.

Coal Seams in Karaikkudi (Madras)

450. **Shri Umanath:** Will the Minister of Steel and Mines be pleased to state:

(a) whether the coal find in Karaikkudi area in Madars State has been tested;

(b) if so, the result of the test; and

(c) the prospects of its exploitation?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): (a) Yes, Sir.

(b) Lignite was found as thin stringes upto 3 centimetre in thickness. It is of no economic importance.

(c) Does not arise.

Pig Iron Plant at Durgapur

451. **Shri Rama Chandra Mallick:** Will the Minister of Steel and Mines be pleased to state:

(a) whether it is a fact that the Central Government have agreed in principle to set up a pig iron plant at Durgapur under the Durgapur Project Ltd.;

(b) what will be the production capacity of the plant; and

(c) the expected time by which the project will be ready?

The Minister of Steel and Mines (Shri N. Sanjiva Reddy): (a) to (c). Durgapur Projects Ltd.—a Government of West Bengal Undertaking, initially proposed to set up two 100-ton blast furnaces for making pig iron. They were informed that the proposal would be approved after details had been worked out. It is now understood that the Durgapur Projects Ltd. are considering a plant to produce 300,000 tons of pig iron per annum with facilities for steel making and continuous casting of at least 30,000 tons per year and have commissioned a feasibility report. Detailed proposals in this regard are awaited. The time by which the project, if

approved, can be ready will be known only when the detailed proposals are received.

Tractor-Passenger Train Collision

452. **Shri Rama Chandra Mallick:**
Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a passenger train coming from Nakodar collided with a tractor at an unmaned railway crossing on Ladowall Road on the 5th June, 1964;

(b) if so, the number of persons killed and injured as a result thereof;

(c) whether any investigation has been made into the accident; and

(d) if so, the details thereof?

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

(a) Yes. The accident occurred at an unmaned level crossing between Jamsher Khas and Jullundur City stations.

(b) Two persons were killed and one sustained minor injuries.

(c) and (d). The case was enquired into by a Committee of Railway Officers according to whom the accident was due to the tractor driver attempting to cross the level crossing in the face of the approaching train.

Purchase of Textile Machinery from Japan

453. { **Shri N. R. Laskar:**
Shri Vishwa Nath Pandey:

Will the Minister of Commerce be pleased to state:

(a) whether the agreement with Japanese Government for a loan to purchase textile machinery has been finalised; and

(b) if so, the various types of machinery proposed to be imported from Japan?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Arrangements for the loan have been finalised. The agreement will be entered into between the State Trading Corporation of India and the Japanese Textile Machinery Manufacturers Association, shortly.

(b) The various types of machinery likely to be imported from Japan are:—

(a) *Cotton Textile Industry:*

1. Blow room machinery.
2. Draw Frames, Speed Frames and Doublers Winders.
3. Automatic looms.
4. Calenders.

(b) *Woollen Textile Industry:*

1. Worsted Ring Frames.
2. Woollen Ring Spg. Frames.
3. Worsted Cards.
4. Woollen Cards.
5. Winding, Doubling & Twisting Frames.
6. Spinning Preparatory machines.
7. Weaving Preparatory machines.
8. Looms automatic and semi-automatic.
9. Rag Tearing machines.
10. Garnet machines.
11. Card Room accessories.
12. Tentering machines.
13. Carabbing machines.
14. Shearing machines.
15. Decatising machines.
16. Brushing machines.
17. Raising machines.
18. Resin curing machines.
19. Shrinking machines.
20. Hydro extractor machine.
21. Vogoreau printing machine.
22. Damping machine & Dewing machine.
23. Cloth Press.
24. Wool washing machine, carbonising and scouring machine.