

were received in the past with regard to the drinking water supplied from the wells at Badli and Amin stations on the Delhi-Kalka Section. The wells at these stations have been thoroughly cleaned by pumping out the water. Remedial measures have been taken to improve the quality of drinking water. Pottassium Permanganate is being regularly used for disinfecting the wells and there have been no further complaints.

### Exports

**1597. Shri Ram Harkh Yadav:** Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the quantum of exports in January, 1965 was much lower as compared to that of January, 1964;

(b) if so, the reasons therefor; and

(c) the loss of foreign exchange to Indian on this account?

**The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy):** (a) and (c). The value of exports including re-exports in January, 1965 is Rs. 64 crores as against Rs. 65 crores in the same month last year; the decline being rupees one crore only.

(b) The decline in exports is due to the ban imposed on the export of vegetable oils and quota reductions imposed on the export of sugar.

### Import of Newsprint

**1598.** { **Shri Dhuleshwar Meena:**  
**Shri Ramachandra Ulaka:**  
**Shri Subodh Hansda:**  
**Shri S. C. Samanta:**

Will the Minister of Commerce be pleased to state:

(a) the total quantity of newsprint imported and produced in the country during 1964-65; and

(b) the total amount of foreign exchange spent for importing the newsprint during the same period?

**The Deputy Minister in the Ministry of Commerce (Shri S. V. Rama-**

**swamy):** (a) and (b). A total quantity of 70,675 tonnes of newsprint valued at Rs. 509 lakhs was imported during 1964-65 (upto December, 1964). The quantity of Newsprint produced during 1964-65 (Upto January, 1965) was 24,048 tonnes.

### Nangi Railway Station Incident

**1599. Shri Ram Harkh Yadav:** Will the Minister of Railways be pleased to state:

(a) whether a large number of infuriated passengers raided and damaged the Nangi Railway Station, a couple miles away from Calcutta on the Sealdah-Budge Budge Section of the Eastern Railway on the night of the 6th March, 1965;

(b) if so, reasons therefor; and

(c) the details of the damage done to the Railway Station and the estimated cost thereof?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) Yes.

(b) and (c). On 6-3-65, at about 19-43 hrs. passenger train No. S-223 Up was received at Nangi Railway Station on (Main) line No. 1. Simultaneously, train No. S-224 Down was also coming towards Nangi station from Akra side. Since there is single line working, the railway authorities decided that the crossing should be done there. Accordingly the train No. S-224 Down was to be received on (loop) line No. 2. The point which was to be operated for this purpose, could not function and as such Down train No. S-224 had to be stopped at Signals. Meantime the Asstt. Station Master on duty in consultation with Sealdah Traffic Control, arranged to shunt the train No. S-223 on to the loop line. In making this arrangement the train No. S-223 Up had to enter into the single line in face of the other train No. S-224 Down which was standing at Signals. Apprehending a head-on-collision, the passengers of train No. S-224 raised shouts and many of them detained. The train was shunted safely and the S-224