

The products exported during 1966-67 and their value is indicated below :

1966-67 Products	(F.O.B. Value in Million Rs. Value)
(i) <i>Iron and Steel</i> :	
Bars	22.1
Structurals	9.5
Rails	4.9
Hot Rolled Sheet Coils	5.2
H.R.W. Pipes	3.1
Pig Iron	49.0
Semi's broken ingot moulds	1.1
TOTAL (i)	92.9
(ii) <i>By-Products</i> :	
Napthalene	0.1
Benzene	1.0
TOTAL (ii)	1.1
Total Export (i) + (ii)	94.0

#### International Conference of Industrialists

643. Shri Mohamed Imam: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is fact that an International Conference of Industrialists and Businessmen representing various countries is proposed to be held at New Delhi in November or December this year;

(b) how many delegates are expected to attend the Conference;

(c) what will be the total expenditure on the Conference; and

(d) who will meet the cost of holding this conference?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The annual session of the International Federation of Cotton and Allied Textile Industry, a non-governmental international organisation which enjoys consultative status with the U.N. and other international and inter-governmental organisations, is scheduled to be held in Delhi in the month of November, 1967, at the invitation of the Indian Cotton Mills Federation.

(b) 300 delegates (with wives).

(c) and (d). Government have no information.

#### Rohtak-Panipat Rail Link

644. Shri Randhir Singh: Will the Minister of Railways be pleased to state:

(a) whether Government propose to revive the Rohtak-Panipat rail link as it existed before World War II so that these two important commercial centres and mandis of Haryana could be re-linked by rail; and

(b) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). A Statement on the restoration of Rohtak-Gohana-Panipat dismantled rail line is laid on the Table of the House.

#### STATEMENT

Rohtak-Gohana-Panipat railway line which had been in operation since 1928, was dismantled during World War II in 1942. This line had continued to be unremunerative for a long time due to the keen road competition and the Railways were, therefore, hesitant to restore it at the end of the War. However, on the insistence of the former State Government

of Punjab and also on the persistent demand from the local population, the Railway Ministry agreed to restore part of this dismantled line, namely, the Rohtak-Gohana portion (20 miles/32 KMs) in 1956, on getting a clear assurance from the former State Government of Punjab that no fresh permit for road operation would be issued without the prior approval of the Railway authorities and that the activities of the road services would be adequately controlled in consultation with the railway authorities to eliminate undue competition with the railways and to secure maximum coordination between the road and rail services.

The Rohtak-Gohana line was accordingly restored in 1956, but continued to remain unremunerative due mainly to unrestricted competition from the road services on account of the assurance by the State Government not having been adhered to. This fact was brought to the notice of the State Government but so far no effective steps have been taken by them in the matter. In view of the losses which were continued to be incurred on the operation of the Rohtak-Gohana portion and also the keen road competition that has developed in this area, the restoration of the Gohana-Panipat section cannot be considered at present, particularly as there is a heavy demand for many other urgent projects and the resources available with the Railways are very limited.

#### **Construction Allowance to Staff in Waltair Marshalling Yard**

**645. Shri Tenneti Vishwanatham:** Will the Minister of Railways be pleased to state:

(a) whether the Signal and Telecommunications staff employed in the Construction Branch in the Waltair Marshalling Yard are not given Construction Allowance;

(b) whether the affected staff moved the matter and whether the Permanent Negotiating Machinery of the recognised Trade Union made repre-

sentations to the Railway Administration on this behalf; and

(c) whether it is proposed to grant the Construction Allowance to such staff on par with the other employees of the Engineering Branch?

**The Minister of Railways (Shri C. M. Poonacha):** (a) These staff are not paid Compensatory (Construction) allowance.

(b) Yes.

(c) No, because they are not entitled to it under the extant rules.

#### **Workmen's Train running from Waltair Station to Marripalem Area**

**646. Shri Tenneti Vishwanatham:** Will the Minister of Railways be pleased to state:

(a) whether a Workmen's Train (Staff Pilot) which has been in existence for the last 22 years carrying workmen from Waltair Station to Marripalem area ex-Waltair Store Depot—about a distance of 5 kms. has been discontinued since March, this year by the Divisional Superintendent, S.E. Railway, Waltair;

(b) if so, the reasons therefor; and

(c) whether it is a fact that about 1500 Railway workmen are adversely affected by the sudden stoppage of this Staff Pilot Train without any notice to the Staff?

**The Minister of Railways (Shri C. M. Poonacha):** (a) to (c). The staff shuttles, running between Waltair and Waltair Stores Depot for about 15 years and availed of by about 250 staff, have been cancelled from 13th February, 1967 with the closure of Waltair Stores Depot Yard. The work of Waltair Stores Depot has since been transferred to New Marshalling Yard at Waltair where quarters have been provided to the staff nearby. No notice to the staff was given as they were aware that from 13th February, 1967 Waltair Transit Depot would be closed and they would