

की दसवीं सिद्ध : लेकिन जो कुल्लू को जाते हैं उनके लिये तो जोगेन्द्र नगर नजदीक पड़ता है। जोगेन्द्र नगर के लिये इस तरह की रियायत क्यों नहीं दी जाती ?

Shri Shahnawas Khan: Sir, it is not included in the list of stations.

Tele-Communication Research Centre

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*1939. { **Shri Subodh Hansda:**
Shri S. C. Samanta:

Will the Minister of Transport and Communications be pleased to state:

(a) whether any Tele-Communication Research Centre has been set up in India;

(b) if so, where and when it was set up; and

(c) what is the amount spent on this Centre?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) In Delhi from the middle of 1956.

(c) Rs. 8,35,000.

Shri Subodh Hansda: May I know what sort of research will be carried on at this centre?

Shri Raj Bahadur: The type of research conducted in this particular institute pertain to the development of tele-communication equipment—for example, the development of carriers, relay sets etc. There are a number of such items and it will take a long time for me to read all of them; I can place a statement on the Table of the House.

Shri Joachim Alva: We have plenty of foreign companies besides Indian concerns, selling their tele-communication sets both in Bombay and Calcutta and also in Delhi, and Government have been buying various equipments from them paying a lot of money. I want to know why Government did not set up this research centre up till now?

Shri Raj Bahadur: The research centre has been set up as and when we got the required technical know-how in respect of manufacturing telephone instruments as well as carrier equipments and exchange equipments. It is only after that that we can have development on the basis of a research institute.

Shri Achar: Has the centre submitted any report and any action taken on that?

Shri Raj Bahadur: They have been submitting their reports in regard to the various types of accessories or equipment that they have succeeded in making and, as I said, I offer to place a statement on the Table of the House.

Shri Supakar: May I know if the ITI at Bangalore is carrying on any research in tele-communication, and if under our agreement with ATE any research that they make in England is available for our use?

Shri Raj Bahadur: The ITI has also got its own unit. As a matter of fact, the House may be aware that we announced on the floor of the House sometime back that our engineers in the ITI developed this single-channel carrier and the three-channel carrier. They have now, with the assistance of ATE in England, also been able to develop a twelve-channel carrier system.

Production of Woollenised Jute

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*1940. **Shri Rameshwar Tantia:**
Shri V. C. Shukla:

Will the Minister of Food and Agriculture be pleased to state whether any step has been taken to introduce pilot scheme for commercial production of woollenised jute?

The Minister of Co-operation (Dr. P. S. Deshmukh): No.

Shri Rameshwar Tantia: As this woollenised jute will be a cheap article like the woollen goods which we are importing from Italy and

Japan, will it not be advisable to pilot such a scheme; or, will the Government give licence to the private sector to import such machinery?

Dr. P. S. Deshmukh: We will consider the question of giving a licence, if there is anybody coming forward for that purpose.

Shri Thirumala Rao: Has the Ministry got any technical or other general information with regard to this woolenised jute?

Dr. P. S. Deshmukh: A scheme worked by the Refugee Rehabilitation on an experimental plant in the Technological Research Laboratories has terminated on 1st April, 1958. There are certain experiments which are directed towards solving the problems of dyeing, poor wash fastness of the dye and softer feel etc. They are continuing.

Shri Thirumala Rao: Do Government consider the proposal of investigating the use of this material?

Dr. P. S. Deshmukh: Certain experiments, as I said, are going on.

Averted Train Accident

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*1941. { Shri U. L. Patil:
Shri Vajpayee:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that as a result of a rail crack being detected in time, the Up Calcutta Mail from Amritsar, on the 12th April, 1958, escaped a serious mishap;

(b) whether any sabotage was suspected;

(c) whether any enquiry has been made into the incident;

(d) if so, the findings thereof; and

(e) the action taken thereon?

The Deputy Minister of Railways (Shri S. V. Ramaswami): (a) At about 8:30 hours on 12-4-58, while the Keyman on duty was patrolling the track on his usual morning round, between Butari and Jandiala stations on the Jullundur City-Amritsar Section of the Northern Railway, a rail fracture was detected by him at mile 288|17. He immediately protected the line by placing detonators and No. 5 Up Howrah-Amritsar which was coming from Butari side, stopped short of the fractured point.

(b) No.

(c) to (e). The fracture appears to have been caused due to a flaw in the metal. Investigations into the structure of metal etc. are being progressed.

Shri Joachim Alva: On the last occasion I asked whether the Railway Board have set up their own special unit to enquire about accidents and possible accidents. What I want to know is whether these kinds of minor accidents which could result in major accidents are being just shifted and left to Divisional Headquarters for enquiry, or, whether responsible members of the Railway Board make regular enquiries of even these trifling accidents which could result in major accidents?

Shri S. V. Ramaswami: The point about this particular question is about the averted accident. The flaw is sometimes due to the fatigue in metals, and it could occur suddenly. What happens is, we have got regular inspections. The Permanent Way Inspector does it every week. The special Permanent Way Inspector does it once in two or three weeks. The keyman does it once every day on foot. With all these, if the flaw does happen, well, we have got the keymen who save us from disasters.

Shri Joachim Alva: The hon. Minister has not replied to my question. My question is whether a responsible body like the Railway Board Headquarters in India goes into these small accidents.