बटनों का निर्यात

4145. श्री क० मि० मधुकर:
श्री रामावतार शास्त्री:

क्या वाणिज्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) हमारे देश के किन-किन स्थानों से और कितनी-कितनी मात्रा में एम० ओ० पी० बटनों का निर्यात होता है और किन-किन देशों को यह निर्यात किया जाता है और 1966-67 में इससे कितनी विदेशी मुद्रा कमायी गई;

(ख) क्या एम० ओ० पी० बटनों के निर्यात से कमायी जाने वाली विदेशी मुद्रा की राशि इन बटनों के उत्पादन में कमी होने के कारण कम हो गई है; और

(ग) यदि हां, तो इसके बारे में क्या कार्यवाही की गई है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री शफी कुरैशी) : (क) से (ग) जानकारी एकत्र की जा रही है और सभा पटल पर रख दी जायेगी ।

Through Train from Delhi to Vishakhapatnam

4146. Shri R. R. Singh Deo:
Shri Dhirendranath:

Will the Minister of **Railways** be pleased to state:

(a) whether Government are considering any proposal for running a through train or a through coach from Delhi to Vishakhapatnam; and

(b) if so, when the proposal is likely to materialise?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Does not arise.

Machinery and Dyes for Small Scale Industries

4147. Shri R. R. Singh Deo:
Shri Dhirendranath:

Will the Minister of **Industrial Development and Company Affairs** be pleased to state:

(a) whether it is a fact that the price of machinery and dyes needed for Small-Scale Industries is higher than the price of foreign machines and dyes;

(b) if so, whether Government have received any representation in this regard; and

(c) if so, the action taken thereon?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) No precise information is available. It may be stated, however, that indigenous machine tools are very competitive and in many cases cheaper.

(b) No, Sir.

(c) Does not arise.

Running Times of Mail|Express Trains between Ahmedabad and Kaloi

4148. Shri D. R. Parmar:
Shri R. K. Amin:

Will the Minister of **Railways** be pleased to state:

(a) whether Government are aware that the running times of Mail|Express and Passenger trains between Ahmedabad and Kaloi (N.G.) of the Western Railway are 43 and 65 minutes respectively to cover a distance of only 27 kilometres, in spite of the fact that there is a double line track;

(b) whether it is a fact that no reduction in the running time limits is affected even after the introduction of double line track for the last eight years; and

(c) if so, the action Government propose to take to diminish this running time limits?

The Minister of Railways (Shri C. M. Poonacha): (a) Running time of Mail/Express trains on Ahmedabad-Kalol (M.G.) Section varies between 41 to 52 minutes and in the case of Passenger trains it ranges from 45 to 80 minutes.

(b) and (c). Trains running on this section were progressively accelerated ranging from 5 to 21 minutes between October, 1956 and April, 1967. There is no scope to reduce their running time at present under existing conditions of track and traction. Their acceleration by elimination of stoppages is also not feasible since such a course will cause inconvenience to their present users.

Rail Link between Patan and Bhilad Stations

4149. **Shri D. R. Parmar:**
Shri R. K. Amin:

Will the Minister of Railways be pleased to state:

(a) whether there is a proposal under consideration for joining Patan (N.G.) and Bhilad Railway stations on the Western Railway by a rail link;

(b) if so, the progress thereon;

(c) whether Government have received any representations from the public of North Gujarat for the above railway line so as to have a direct route to West Rajasthan *via* Ranawao Railway Station; and

(d) if so, the action taken in the matter?

The Minister of Railways (Shri C. M. Poonacha): (a), (b) and (d) Only preliminary investigations for a rail link between Bhildi and Wagrod (20 Kms.), a station on Mehsana-Patan-Metrana Road section, are in progress. This rail link if and when it comes up, will connect Bhildi and Patan.

(c) Yes.

यवतमाल-एलिचपुर नैरो गेज रेलवे लाइन को ब्राडगेज लाइन में बदलना

4150. **श्री देवराव पाटिल :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यवतमाल से मुर्तिजापुर होकर एलिचपुर तक जाने वाली नैरो गेज रेलवे लाइन को ब्राड गेज लाइन में बदलने की योजना को सरकार ने अन्तिम रूप दिया है,

(ख) क्या इस योजना को चतुर्थ पंचवर्षीय योजना में शामिल किया गया है, और

(ग) यदि नहीं, तो इसके क्या कारण है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं । यह लाइन एक प्राइवेट कम्पनी की है, यद्यपि एक संविदा के अधीन इसका संचालन सरकारी रेलवे द्वारा किया जाता है । अतः इस लाइन को बड़ी लाइन में बदलने की किसी योजना को अंतिम रूप देने का कोई सवाल नहीं है ।

(ख) और (ग) सवाल नहीं उठता ।

महाराष्ट्र में हथकरघों से कपड़े का उत्पादन

4151. **श्री दे० शि० पाटिल :** क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) 1966-67 में महाराष्ट्र में हथकरघों से कुल कितना कपड़ा तैयार किया गया ;