

Co. only the plant and machinery to manufacture 5/10 gallon drums;

(b) if so, the reasons for granting a Registration Certificate to them to manufacture all steel drums other than steel drums of 40/45 gallon capacity;

(c) whether they purchased plant only for 5/10 gallon drums and whether Government have sanctioned fresh capacity to them by allowing them to manufacture bitumen drums;

(d) the source from where they procured machinery for the manufacture of bitumen drums and whether permission for procurement of the same was given to them; and

(e) the specific reasons for not allotting bitumen drum sheets to licensed fabricators instead of the consumers?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). M/s. Hind Galvanising and Engineering Co. purchased from M/s. Indian Galvanising Co. a complete plant for the manufacture of all types of drums including heavy duty drums of 45 to 90 gallon size but excluding the plant for manufacture of 40/45 gallon drums. It was for this reason that the Registration Certificate covered the manufacture of all steel drums other than steel drums of 40/45 gallon capacity. No fresh capacity for the manufacture of bitumen drums was created with the firm, as their existing assessed capacity for steel drums other than 40/45 gallon drums was split up to include 200 tonnes per annum of asphalt-cum-bitumen drums.

(e) A reference is invited to the reply by the Minister of State in the Ministry of Petroleum and Chemicals to part (a) of the Lok Sabha Unstarred Question No. 3551 on the 11th March, 1968.

Standard Drum and Barrel Manufacturing Co.

374. **SHRI S. M. BANERJEE:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 1542 on the 30th April, 1968 and state:

(a) whether machinery as per details given were all in operation during the assessment period in 1964;

(b) if not, the details of machinery which were in operation and which kept as stand by separately;

(c) the details of machinery separately on the basis of which their capacity was fixed at 3700 tons provisionally and again at 6100 tons in 1961 after taking time and motion study;

(d) whether assessment reports are secret documents, if not, the reasons for not laying them on the Table of the House; and

(e) whether recognition of fresh capacity of the Hind Galvanising and allowance of unauthorised expansions of the Standard Drum in preference to allotment of raw materials to original licensed fabricators have solved the problem for increased supply of barrels?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). All the machinery, except one new machine, namely semi automatic body former and welder, which was on trial, were in operation at the time of assessment in 1964. No machines were kept as standby separately.

(c) The capacity of 3700 tons per annum was fixed provisionally in 1956-57 based on the peak consumption during the preceding periods. Two lists showing respectively machinery available with the firm in 1954 and 1961 when their capacity was assessed at 6100 tons per year, are laid on the Table of the House.

(Placed in Library. See No. LT-1376/68).

(d) The assessment reports from the technical officers were obtained only to enable the Government to take a decision and it is therefore considered not necessary to place them on the Table of the House.

(e) The registration of the capacity of M/s. Hind Galvanising and Engineering Co. (P) Ltd. and the re-assessment of the capacity of M/s. Standard Drum and Barrel Mfg. Co. were explained earlier in reply to Lok Sabha Starred Question No. 250 on the 24th November, 1967. Production of barrels increased from 42164 tonnes in 1963 to 45846 tonnes in 1966. The increase in production of barrels is not substantial on account of shortage of 18 gauge steel sheets.

Coach Attendants

375. SHRI BHOGENDR A JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3754 on the 12th March, 1968 regarding Coach Attendants on the Railways and state:

(a) whether the question of Coach Attendants coming under the commercial or the Mechanical Department on the Railways and of authorising them to demand tickets/passes from passengers for verification, has been finally decided; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The question whether the Coach Attendants posted in full corridor type First class coaches should be under the Commercial Department or Mechanical Department is still under consideration. Instructions have, however, been issued to Railways to authorise Coach Attendants to check tickets of passengers when they enter the coach if a TTE/Conductor is not there to exercise the necessary check.

High Speed Train

376. SHRI BHOGENDR A JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3703 on the 12th March, 1968 and state:

(a) whether the trials and investigations on the running of trains at 120 kilometers per hour have been completed;

(b) if so, the results thereof and the date by which the running of this train is to begin;

(c) whether the proposed train will exclude only Bihar from its halts and it will have two halts in U.P.; and

(d) if so, whether one halt at Patna by changing the route is also under consideration?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No. The investigations and trials on the running of trains at 120 kilometers per hour are still in progress.

(b) The date from which the train will run can only be decided at the conclusion of the investigations now in progress.

(c) and (d). No intermediate traffic halts are proposed for this train.

Trade Restrictions

377. SHRI BHOGENDR A JHA: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 3701 on the 12th March, 1968 and state:

(a) whether the Government of U.S.A., Argentina, Canada and some other Latin American countries have since removed the restrictions imposed on the import of non-essential products from India through the mechanism of import-quota system; and

(b) if not, the steps taken by Government against this discrimination?