

(d) The scheme envisages foreign financial participation by M/s. Ford Motor Company of USA and Government has approved of it.

After delicensing of the tractor industry, no other scheme envisaging foreign financial participation has so far been approved.

Manufacture of Tractors with Foreign Collaboration

4378. SHRI K. R. GANESH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have approved in the past any foreign participation in the capital of enterprises manufacturing agricultural tractors and have they any such proposals under consideration;

(b) if so, the names of such enterprises, the names of the foreign collaborators and the extent of their participation in each case; and

(c) the present policy of Government in regard to participation by Foreign collaborators in tractor manufacturing ventures in the country ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b) . Government have approved of foreign participation in the capital of three enterprises manufacturing agricultural tractors in the country. Another scheme for the manufacture of agricultural tractors involving foreign participation has also recently been approved. The required details are as under:-

<i>Name of Indian firm</i>	<i>Name of foreign collaborators</i>
(a) Existing Manufacturers	
1. M/s. Eicher Tractors India Ltd. Faridabad.	M/s. Eicher of Germany.
2. M/s. International Tractors Co. of India Ltd., Bombay.	M/s. International Harvester Co. of USA and U. K.
3. M/s. Tractors and Farm Equipment Ltd., Madras.	M/s. Massey Ferguson of U. K.
(b) New Schemes :	
4. M/s. Escorts Ltd., Faridabad.	M/s. Ford Motors Co. of U.S.A.

(c) Government's present policy is not to object to minority participation by the foreign collaborating Companies in the capital of Indian Companies proposing to be set up for the manufacture of wheeled agricultural tractors.

Typists on Northern Railway

4379. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state:-

(a) whether it is a fact that on the northern Railway Typists promoted as Stenographers are permitted to revert to the posts of typists after a lapse of 10 to 14 years to seek promotion as Head Typists;

(b) whether this will not affect the staff in the typists cadre and also allow double benefits to the stenographers;

(c) the reasons why written consent from the Typists in question was not taken

at the time of their promotion as Stenos as in the case of Clerks of stores Department, Train Clerks, etc.;

(d) the reasons why these Stenographers were not confirmed even after 10 to 14 years service in the grade; and

(e) the measures that are being taken to protect the interests of people working as Typists?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Loss on Southern Railway

4380. SHRI KIRUTTAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that various measures have been taken during the last two years to make rail transport more attractive on the Southern Railway;

(b) is so, what are those measures;

(c) whether it is also a fact that inspite of these measures, the loss during the year 1967-68 and 1968-69 has increased enormously; and

(d) if so, the amount of loss during the past two years (year-wise) and specific reasons?

THE MINISTER OF RAILWAYS (Dr. RAM SUBHAG SINGH): (a) Yes.

(b). The following are some of the important measures taken:

- (i) Speeding up of Mail, Express and Passenger trains;
- (ii) Introduction of new trains;
- (iii) Introduction of more sleeper coaches;
- (iv) Introduction of Quick Transit services;

(v) Introduction of Super Express Goods services on important Trunk routes;

(vi) Dieselisation for goods services;

(vii) Quoting reduced rates for goods traffic wherever warranted;

(viii) Maintenance of close contact with trade to ascertain their transport requirements and accordingly organising movement by rail;

(ix) Guaranteed supply of wagons at Bangalore City and Salt Cotaurs goods Sheds, even against operational and other restrictions;

(x) Introduction of 5-tonne container service between Madras and Bangalore; and

(xi) Study of traffic moving by road between Madras area and other Metropolitan cities with a view to bring back the traffic to rail.

(c) and (d). Against the loss of Rs. 11.02 crores in 1966-67, the loss in the year 1967-68 was Rs. 14.29 crores. According to the latest estimates, the loss in the year 1968-69 is anticipated at Rs. 15.58 crores.

In appraising the overall financial results of this Railway, it is necessary to take into account the severe constraints peculiar to this Railway, namely--

- (i) the higher proportion of metre gauge working with its inherent higher cost of operation;
- (ii) preponderance of passenger traffic which generally does not cover full cost;
- (iii) a high proportion of branch lines which have low traffic density;
- (iv) Southern Railway being mostly a terminal railway with no cross traffic; and