

tain old or develop new markets. It is, however, not considered worthwhile to encourage the export of fabrics which can be sold abroad only at a huge loss.

(c) and (d). No, Sir. Orders have been placed and imports will materialise soon. Local production coupled with imports is expected to make it possible for production in the artificial silk weaving industry to be maintained at a reasonable level.

Dismantling of narrow-gauge Railway Lines

*867. Shri C. C. Desai: Will the Minister of Railways be pleased to state:

(a) whether Government have received any letter from the Central Gujarat Chamber of Commerce dated the 7th June, 1967 representing against the proposed dismantling of Dahej-Samni section;

(b) whether it is also a fact that Government are contemplating to dismantle the narrow-gauge or metre-gauge railway lines in Gujarat such as Nadiad-Bhadran and Nadiad-Kapadvanj narrow-gauge sections, and

(c) if so, the names of the narrow-gauge lines proposed to be dismantled and the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes, Sir.

(b) and (c). At present there is no proposal to close the Dahej-Samni, Nadiad-Bhadran, or Nadiad-Kapadvanj narrow gauge sections. A review, however, of the working of the N. G. railway lines on the Western Railway (including the sections mentioned above) has been undertaken recently to find out the justification for their retention/closure or conversion to wider gauge of one or more of these N.G. lines. Any decision regarding the closure of any of these N.G. sections which are working at a loss will be taken only after the review has been completed, and all the facts taken into consideration and all concerned have been consulted.

Tool-cum-Pendown Strike in H.E.C. Ranchi

*868. Shri P. K. Ghosh:
 Shri Bihhuti Mishra;
 Shri Madrika Singh;
 Shri M. S. Murti;
 Shri Yamuna Prasad Mandal;
 Shri Onkar Lal Berwa;
 Shri T. Ram;
 Shri Shiva Chandika Prasad;
 Shri Kartik Oraon;
 Shri N. Sreokantan Nair;
 Shri Tridib Kumar Chaudhuri;
 Shri Madhu Limaye;
 Shri Namhar.
 Shri Rabi Ray;
 Shri Ishaq Sambhall;
 Shri S. Kandappa;
 Shri Visudevan Nair;
 Shri A. K. Gopalan;
 Shri A. K. Kisku;
 Shri Umanath;
 Shri Chittaranjan Roy;
 Shri S. C. Samanta;
 Shrimati Suseela Gopalan;
 Shri P. P. Kothore;
 Shri Viswanatha Menon;
 Shri Jyotirmoy Basu;
 Shri K. N. Pandey;
 Shri Valmiki Chaudhary;

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

(a) whether 16,000 employees of the Heavy Engineering Corporation, Ranchi went on tool-cum-pendown strike from the 5th June, 1967;

(b) if so, their grievances; and

(c) the action Government propose to take in order to bring an end to the strike and also to establish good relations with the employees?

The Minister of Industrial Development and Company Affairs (Shri P. A. Ahmed): (a) and (b). 6,082 workers of the Company were on an illegal tool-down strike for the period from the 5th to the 12th June, 1967 in support of a charter of demands submitted by one of the Unions. The demands related to service conditions, increase in pay and allowances and welfare facilities.

(c) The strike was called off on the 13th June, 1967. Most of the items in the Chapter of Demands are adequately covered in the settlement which was reached on the 5th November, 1966 with the Workers' Union, but an injunction has been issued by the Patna High Court staying the implementation of the agreement. Individual cases are being discussed by the Labour representatives of the different unions and action is being taken.

Increase in Demand for Cars

*870. Shri Kanwar Lal Gupta:
Shri Alam Das:

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

(a) whether it is a fact that about 125,000 persons have deposited the security amounting to Rs. 24 crores in Post Offices to purchase cars;

(b) whether it is also a fact that it takes 7 years to get a Fiat Car after depositing the security in Post Office; and

(c) if so, the steps Government propose to take to remove this scarcity?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) There were 1,21,384 bookings for cars pending with the various dealers all over the country on 31-12-1966. Under the Motor Cars (Distribution and Sale) Control Order 1959, each such order would be covered by a Savings Bank Security Deposit of Rs. 2,000 pledged in favour of the dealer concerned. On this basis the total amount of deposits in the Post Offices on this account would have stood at Rs. 24.27 crores on 31-12-1966.

(b) The waiting period for Fiat Cars varies from place to place. At Delhi Centre the waiting period is reported to be between 8 to 10 years.

(c) The question of creating additional capacity for the manufacture of

passenger cars is under the active consideration of the Government.

H.G. line between Hanumangarh and Hindumalkot

4116. Dr. Karni Singh:
Shrimati Nirlep Kaur:

Will the Minister of Railways be pleased to state:

(a) the upto date progress made on the construction of broad gauge line connecting Hanumangarh to Hindumalkot; and

(b) when this line is expected to be completed?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). A metre gauge line between Hanumangarh and Sriganaganagar already exists. There is no proposal to provide a broad gauge link between these places. Probably the Hon'ble Member is referring to the construction of a broad gauge rail line between Hindumalkot and Sriganaganagar. The overall physical progress of this project achieved upto the end of April, 1967 is 30 per cent. The project will be completed within six months after the State Government of Rajasthan fulfil their part of the obligation for doing the entire earth-work and for providing skilled and unskilled labour required for the construction of services and residential buildings for this project, as promised by them.

Rail link between Churu and Nohar

4117. Dr. Karni Singh:
Shrimati Nirlep Kaur:

Will the Minister of Railways be pleased to state:

(a) whether Government propose to connect Churu town with Nohar via Taranagar (Rajasthan) by a railway line; and

(b) if not, the reasons therefor?

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

(b) Churu and Nohar are already connected by rail via Sadulpur. Besides