

bringing about a co-operative agro-industrial economy for the development of agriculture, irrigation, industries etc. A special programme for the accelerated development of industries in the four eastern districts of Ghazipur, Jaunpur, Deoria and Azamgarh was taken up in 1964-65 on the recommendations of the Joint Study Team by the Planning Commission and the State Government. To achieve the object of industrialisation in these areas, various promotional schemes under the village and small industries sector included loans and grants for setting up of industries, assistance in procurement of building material like cement, power connections, supply of controlled raw-materials and imported raw-materials and components as also of machines on hire purchase. In addition, training facilities in certain trades and technical know-how were also part of these promotional schemes.

#### **ELECTRIFICATION OF KHARAGPUR— MIDNAPUR SECTION**

718. SHRI PRANAB KUMAR MOKHERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received representations for the electrification of 13 Km. of rail track on the Kharagpur—Midnapore section and the introduction of E. M. U. shuttles between Howrah and Midnapore and Tatanagar and Midnapore ;

(b) the time by when the Railways will complete electrification of the Kharagpur—Adra section : and

(c) whether the proposed New Delhi-Utkal Express will be hauled by diesel engine between Gomoh and Puri *via* Adra and Midnapore?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) No, Madam, except that, during the course of discussions in Lok Sabha on Demands for Supplementary Grants during the current Session of Parliament a Cut Motion to the effect that an electric line connection between Kharagpur-Adra on S. E. Railway should be provided, has been moved

by Hon'ble Member Shri Kansari Haider.

Electrification of Kharagpur-Midnapore-Adra Section has not been considered justified because alternative route of Kharagpur-Tatanagar-Adra, which mainly serves the industrial belts, including steel plants, is already electrified. Moreover, electrification, which requires very large investments initially is not considered economically justified on sections with low traffic density like the Kharagpur-Midnapore-Adra Section, where only 55% of existing line capacity is now being utilized.

(b) Does not arise.

(c) No, Madam. The train will be hauled by steam traction throughout its run and will be routed *via* Kharagpur/Bilaspur/Katni/Bina Jhansi.

#### **MANUFACTURE OF IRON PLATES IN PONDICHERY**

719. SHRI S. SIVAPRAKASAM : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government have recently received applications for licences for manufacturing iron curved and plain plates from industrialists from Pondicherry ; and

(b) if so, what are the names of those industrialists and the action taken on their applications?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) : (a) No such application for an industrial licence appears to have been received.

(b) Does not arise.

#### **'PROTEST DAY' OBSERVED BY ALL INDIA UNGRADED RAILWAY ACCOUNTS STAFF ASSOCIATION**

720. SHRI A. P. CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the All India Ungraded Railway Accounts Staff Association observed a