

(a) whether it is a fact that Government of Uttar Pradesh has informed the Central Government recently that 4,000 industrial units in the State are threatened with closure because of the recession that has set in of late due to non-availability of raw materials; and

(b) if so, what is the reaction of the Central Government thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) and (b) The Minister of Industries, U.P., is reported to have said that consequent on the decontrol of scarce raw material (iron and steel) 4,000 engineering units in U.P. were experiencing acute trouble in obtaining these raw materials on usual rates as the stockists did not deliver supplies of these materials. But no unit had to close down on this score.

Shortly after the decontrol of all categories of iron and steel on the 1st May, 1967, the Provincial Iron and Steel Controller, Uttar Pradesh brought to the notice of the Ministry of Steel, Mines and Metal (Department of Iron and Steel) the fact that the stockists in that State were not honouring the earlier commitments and even stocks intended against draught relief were not being supplied by them. The Provincial Iron and Steel Controller, U.P. was advised by them that fresh orders could be placed on the Joint Plant Committee which could be moved on priority basis and the priority given to the indents of the stockists could be cancelled.

PRODUCTION IN BHILAI STEEL PLANT

204. SHRI D. THENGARI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Bhilai Steel Plant produced iron and steel worth Rs. 1:10 crores in the month of June, 1967, as compared to

production worth Rs. 2:24 crores in the previous month; and

(b) if so, what are the reasons for the shortfall?

THE MINISTER OF STEEL, MINES AND METALS (DR. M. CHANNA REDDY): (a) No, Sir. The figures of Rs. 1:10 crores and Rs. 2:24 crores quoted by the Hon'ble Member relate actually to the value of export despatches during June and May 1967 respectively and not to the value of production. The production values for the respective months were Rs. 8:44 crores and Rs. 9:70 crores.

(b) Shortfall in June 1967 was mainly due to labour unrest and operational difficulties in different units.

LIFTING OF CONTROLS ON HEAVY COMMERCIAL VEHICLES

205. SHRI BHUPINDER SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have any proposal under consideration to remove the price and distribution controls on heavy commercial vehicles; and

(b) if so, the details of the proposal?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) and (b) The matter is under consideration of the Government and no final decision has been taken.

PRIVATE RAILWAY COMPANY

206. SHRI BHUPENDER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken over the working of two private Railway Companies recently; and

(b) if so, the terms and conditions of the take over?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Government have taken over the working of two non-Government Railways, namely, the Ahmadpur-Katwa Railway and the Bankura-Damodar River Railway (and not the Companies), with effect from 1st July, 1967

(b) A copy of the terms and conditions on which the Ahmadpur-Katwa Railway was taken over is placed on the Table of the House. [See below] These terms apply *mutatis mutandis* to the Bankura-Damodar River Railway also.

Terms prescribed for assuming the working of Ahmadpur-Katwa Railway

Whereas on the 8th May, 1922, an Indenture (herein after called the 'said Indenture') was made between the Secretary of State for India in Council and Ahmadpur-Katwa Railway Company Limited, a company incorporated under the Indian Companies Act and having its registered office situate at Calcutta (hereinafter called 'the Company') for the purpose of construction of a Railway from the Ahmadpur station to the outer signal of the Burdwan-Katwa Railway station at Katwa (hereinafter called 'the said Railway').

And whereas all the powers, rights and authority of the Secretary of State for India in Council under the said indenture vested in the Governor General of India by and under the Government of India Act, 1935, and all the said rights, powers and authority vested in the Government of India by virtue of Article 294 of the Constitution of India.

And whereas in the opinion of the President of India (hereinafter called 'the Government of India'), the expenses of managing, working, maintaining and renewing the said Railway have exceeded the gross earnings thereof for six consecutive half years ending on the 31st day of March 1965.

And whereas on the 14th day of December 1966 the Government of

India gave six months' notice dated 14-12-1966 to the Company for assuming the working of the said Railway by the Government of India through the Eastern Railway Administration

Now, therefore, in exercise of the powers conferred by proviso to clause 14 of the said Indenture dated the 8th May, 1922, the Government of India hereby assumes the working of the said Railway through the Eastern Railway Administration on the terms prescribed as follows:—

1. For the purpose of working, the said Railway will be considered part of the Eastern Railway under the jurisdiction of Divisional Superintendent—Howrah.

2 The Company shall guarantee and ensure the Government of India through the Eastern Railway Administration undisturbed possession at all times during the continuance of the working the said Railway, rolling stock, fixed assets and equipments, tools and plants and other materials including office equipments, station premises and all staff quarters in respect of, or in relation to, the said Railway, belonging to the Company. The possession of all the assets aforesaid shall be taken over by the General Manager, Eastern Railway or his representative with effect from 1st day of July, 1967.

3 The said Railway shall be worked and managed by the Government of India through the Eastern Railway Administration on recovery of actual working expenses, pertaining to the said Railway, plus a charge to cover administrative costs (including audit and accounts) at that percentage of the working expenses of the said Railway, which the expenses on general administration of Eastern Railway bear to the total working expenses of the Eastern Railway. In addition, hire charges at rates, fixed by the Government of India through the Eastern Railway Administration, for use on the said Railway of rolling stock, engines, machinery, plant and equipment of, or relating to, the

Eastern Railway, may, from time to time be charged on the working expenses of the said Railway. The Government of India through the Eastern Railway Administration will not accept any debit towards Head Office expenses allocated to the said Railway as well as other supervisory charges or managing agency charges incurred on account of the supervision/management now attributable to the said Railway.

4. The Government of India through the Eastern Railway Administration shall maintain separate accounts in respect of receipts and expenditure pertaining to the said Railway in the usual manner. Such accounts shall be audited at the end of each financial year in the same manner as the accounts of other State Railways. The accounts as certified after audit, as hereinfore stated shall be final and binding upon and shall not be questioned by the Company.

5. The power to incur any expenditure on account of the said Railway shall, on assumption of its working by the Government of India through the Eastern Railway Administration, vest solely in the Government of India. In the event of any dispute arising regarding proper inclusion of any charge in working expenses, the decision of the Railway Board shall be final and binding on the Company.

6. The Government of India through the Eastern Railway Administration shall maintain, repair or renew the formation bridges, permanent way, rolling stock, station buildings, water supply installations, electrical installations, signalling, stations, halts or any other structural works and the like connected with the operation of the said Railway. The cost of such works, the execution of which may be carried out by the Government of India through the Eastern Railway Administration shall be governed by, and under the provisions of, the said indenture made on the 8th May, 1922.

7. On the assumption of working by the Government of India through

the Eastern Railway Administration, the Company shall transfer absolutely by the date specified in clause 2 hereof:

(a) all liquid assets including monies lying at hand and at Bank(s) and other book debts or trade credits relating to said Railway lying outstanding from creditors and other credits pertaining to the Company on the account of the said Railway;

(b) all books pertaining to its transactions and all other records connected with the said Railway as may be required by the Eastern Railway Administration

8. All securities, funds and reserved amount created and maintained by the Company pertaining to the said Railway and necessary for the working of the said Railway shall stand transferred to the Government of India through Eastern Railway Administration.

9. The Government of India shall not be responsible for payment of charges on account of losses and damages due to natural calamities such as floods, earthquakes and the like beyond the control of the Government of India and shall not also be responsible for wear and tear and physical depreciation of all the assets to be utilised by the Eastern Railway Administration in course of operation.

10. All matters, works and things in connection with the working of the said Railway and the conduct of traffic thereon will, in all respects, to the extent practicable, be carried in the same manner and subject to the same rules, regulations and control as on the Eastern Railway and the Company shall not interfere therein or be concerned therewith.

11 The Government of India shall have full powers subject to the provisions of India Railway Act, 1890 and any amendments thereto, to levy any rates, fares and other charges connected with both through traffic and local traffic on the said Railway,

and shall collect all receipts due to the said Railway according to the Rules framed by the Eastern Railway Administration from time to time.

12. The Government of India shall have the right to introduce and/or abolish the stations, halts, trains, workshops, sidings and the like for the effectual working of the said Railway.

13. The Government of India shall have the power to examine and test all machinery, plant, engines, rolling stock and other equipment of the said Railway and thereafter if the Government of India find and declare any such plant, machinery, rolling stock, engines and the like as condemned and unfit for use; such finding and declaration shall be valid and binding upon, and shall not be questioned in any manner by, the Company.

14. The staff employed on the said Railway may, with their consent, be taken over by the Government of India on such terms and conditions as the Government of India may separately prescribe.

New Delhi, dated the 14th day of December, 1966

MONEY GIVEN TO M.P. GOVERNMENT FOR HANDICRAFT INDUSTRY BY CENTRE

207. SHRI K. C. BAGHEL: Will the Minister of COMMERCE be pleased to state:

(a) the amount of money given by the Government of India to Government of Madhya Pradesh for the development of handicraft industry during the year 1966-67;

(b) the amount of money utilised by the Madhya Pradesh Government during the above period; and

(c) the amount of money proposed to be given by the Government for the purpose during the year 1967-68?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) A

grant of Rs. 1.50 lakhs and a loan of Rs. 0.83 lakhs were sanctioned by the Government of India to the Government of Madhya Pradesh during 1966-67 for the development of handicraft industries.

(b) The Government of Madhya Pradesh have spent a sum of Rs. 3.66 lakhs during the first three quarters of 1966-67 on the development of handicrafts. Information regarding the total expenditure during 1966-67 is being ascertained and will be laid on the Table of the House.

(c) It is too early to anticipate the amount to be sanctioned during 1967-68 which will mainly depend upon the actual expenditure incurred for the purpose by the Government of Madhya Pradesh within the ceilings fixed by the Planning Commission

ELECTRIFICATION OF RAILWAY STATIONS IN MADHYA PRADESH

208. SHRI K. C. BAGHEL: Will the Minister of RAILWAYS be pleased to state:

(a) the target fixed by the Railways to electrify the Railway Stations in Madhya Pradesh serving places having population of more than 5,000; and

(b) the number of stations out of the target which have so far been electrified?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No such target has been fixed.

(b) Does not arise.

DRINKING WATER ARRANGEMENTS AT RAILWAY STATIONS IN MADHYA PRADESH

209. SHRI K. C. BAGHEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of stations in Madhya Pradesh where drinking water arrangements have been made on permanent basis;