

dies are in the nature of advance action for considering the various alternatives in transport system that alternatives in transport system that would be required for an integrated development of the industrial mining and agricultural potential of the Dakarakanya region.

CEMENT FACTORY IN DOON VALLEY

*89. SHRI G. M. MIR: Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal under Government's consideration to establish a cement factory in Doon Valley; and

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

THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) and (b) A letter of intent for setting up a cement factory at Dehradun with an annual capacity of 200,000 tonnes was granted to a private party on the 3rd August, 1964. The party has reported that further progress can be made only after the receipt of the detailed report from the Director of Geology and Mining, Government of U.P., on the investigations in regard to the limestone deposits of the area. Applications for setting up a cement factory in the same area from two other parties are also under consideration.

CEMENT FACTORY AT YERRAGUNTALA, ANDHRA PRADESH

*90. SHRI Y. A. REDDY: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have given a licence to the Cement Corporation of India for setting up of a cement factory at Yerraguntla of Cuddapah District in Andhra Pradesh; and

(b) if so, what progress has so far been made in that direction by the Cement Corporation of India?

THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) and (b) A letter of intent has been granted on the 30th October, 1965 to the Cement Corporation of India Ltd. for setting up a cement factory at Yerraguntla, Cuddapah District (Andhra Pradesh). A preliminary survey of the limestone deposits has been made by the Corporation's Geologist and an application for the grant of prospecting licence for an area of over 5.4 sq. km. has been made to the State Government. On receipt of the prospecting licence and after the deposits of limestone and other raw materials have been proved, further action will be taken to implement the scheme.

WOOLLEN UNIFORMS FOR BEARERS OF DINING CARS AND RESTAURANTS

30. SHRI DEOKINANDAN NARAYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that bearers working in dining cars and railway restaurants at stations run departmentally on the Central Railway are not supplied with woollen uniforms although bearers on other Railways are supplied with such uniforms; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) and (b) As per the revised Regulations for the supply of uniforms introduced in February 1963, the bearers of departmental catering units are eligible for woollen jersey for winter in addition to their normal cotton uniform. On the Central Railway also woollen jerseys are supplied. There has, however, been some delay in the supply of these jerseys for the current winter to the bearers on certain Divisions.

In view, however, of present Emergency and the need for stringent economy in expenditure, the implementation of these orders has been held in abeyance up to the end of 1966-67.