

किया जा रहा है अथवा विदेशों में स्थित भारतीय दूतावासों अथवा भारत सरकार के प्रदर्शन कक्षों में रखा हुआ है।

†[THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) and (b) A statement is attached, [See Appendix XLIX, Annexure No. 31.]

(c) No expenditure is being incurred on the protection of these goods as they are either on display in Government of India Show Rooms/Missions or stored with Indian Missions or Government of India Showrooms abroad.]

DISCONTINUANCE OF TRAIN SERVICES BETWEEN GANGANAGAR, DELHI AND JAIPUR

427. SHRI S. C. DEB: Will the Minister of RAILWAYS be pleased to state:

(a) whether train services between Ganganagar, Delhi and Jaipur have been discontinued due to breaches in the track; and

(b) if so, what steps have been taken to restore the services?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) Presumably the Hon'ble Member is referring to dislocation of traffic between Sri Ganganagar and Delhi, and Delhi and Jaipur. If so, yes, Sir.

(b) (i) *Delhi-Sri Ganganagar Line.*—Due to floods in river Ghaggar breaches which occurred on 26th July 1964 between Hanumangarh and Hanumangarh Town were repaired and traffic restored on 18th August 1964. Traffic was again suspended on 3rd August, 1964 as fresh cuts were made by the Civil Authorities in the Railway embankment to pass flood water. The traffic still remains suspended due to Ghaggar flood-water flowing with unabated force. It is not possible for the Railways to take any permanent

[† ] English translation.

remedial measures until the scheme to control Ghaggar floods which is under the consideration of the Rajasthan State Government is executed. The traffic will, however, be restored as soon as the flood water recedes.

(b) (ii) *Delhi-Jaipur Lines*—Due to unprecedented heavy rains, breaches occurred between Khalilpur and Pataudi stations near Rewari on 26th August 1964 disrupting train services between Delhi and Jaipur. Immediate steps were taken to repair the breaches and traffic was restored on 28th August 1964.

SEARCHES OF PREMISES OF CALCUTTA FIRMS

428. SHRI SANKAR PRATAP SINGH DEV: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether it is a fact that Government searched the premises of certain big concerns in Calcutta connected with jute production, sergeing etc.;

(b) if so, whether it is also a fact that these concerns tried to obstruct the searches; and

(c) the reasons for the searches and the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISRA): (a) to (c) The information is being collected and will be laid on the Table of the House.

LICENCES FOR MANUFACTURE OF TRACTORS

429. SHRI DAHYABHAI V. PATEL: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether it is a fact that licences for manufacture of tractors were sanctioned at the recommendation of the former Chief Minister of Punjab, Shri Pratap Singh Kairon, even though there was no surplus capacity to justify such sanctions; and

(b) at what stage is the proposal and whether it is still being considered or has been dropped?

THE MINISTER OF HEAVY ENGINEERING IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI T. N. SINGH) (a) and (b) In order to cover the gap between the existing demand and the licensed capacity for the manufacture of tractors and to meet the expected increase in demand during the Fourth Five Year Plan, Government had, in February, 1964, issued a public notice inviting applications under the Industries (Development and Regulation) Act, 1951, for the establishment of new units for the manufacture of tractors. In response to the public notice, a number of applications have been received. Some of these schemes envisage establishment of new undertakings in Punjab. All these applications are, at present, under the consideration of Government.

#### OUTLAY FOR RAILWAYS FOR THE FOURTH FIVE YEAR PLAN

430 SHRI SANKAR PRATAP SINGH DEV. Will the Minister of RAILWAYS be pleased to state the total outlay proposed for Railways for the Fourth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH) Details of the Railways' Fourth Five Year Plan are still being worked out. The total outlay can be decided only after the overall Plan for the country is formulated.

#### CONFERENCE OF COAL INDUSTRY AND GOVERNMENT

431 SHRI SANKAR PRATAP SINGH DEV. Will the Minister of STEEL AND MINES be pleased to state:

(a) whether a conference of representatives of the coal industry and officials of Government was held recently in Calcutta; and

(b) if so, the details of major proposals on coal production targets discussed at this meeting?

THE MINISTER OF STEEL AND MINES (SHRI N. SANJIVA REDDY). (a) and (b) Yes, Sir. The coal industry was informed of the production that it has to give in the remaining two years of the current plan, in order to meet the additional demand over the level of consumption during the year 1963-64. They were also informed of the likely coal demand at the end of the Fourth Plan and the provisional production programme in order to meet the above requirements.

#### SMALL-SCALE INDUSTRY

432 SHRI SANKAR PRATAP SINGH DEV. Will the Minister of INDUSTRY AND SUPPLY be pleased to state.

(a) whether the term "Small-Scale Industry" has been defined by Government and if so, what is that definition; and

(b) whether there is any proposal under Government's consideration to redefine this term and if so, reasons for the revision?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISHA): (a) Small Scale Industries include all industrial units with capital investment of not more than Rs five lakhs, irrespective of the number of persons employed. The capital investment for the purpose of this definition means investment in fixed assets like land, building, machinery and equipment. In respect of certain ancillary industries, the capital limit has been raised to Rs. ten lakhs.

(b) There is no proposal at present to revise the definition.

#### WELDING OF RAIL JOINTS

433 SHRI P. K. KUMARAN. Will the Minister of RAILWAYS be pleased to state:

(a) whether the rate of progress of welding of rail joints has since been