

(a) No.

(b) to (d). Do not arise.

"Upper Floor" Railway Lines in Bombay

1697. Shri Ram Harkh Yadav: Will the Minister of Railways be pleased to state:

(a) whether Government have under consideration a plan of 'Upper Floor' Railway lines in Bombay to bring about easy communication in the city;

(b) if so, the extent and scope of the plan; and

(c) the estimated expenditure thereon?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) Presumably the hon. Member has in mind an elevated railway and if so the answer is 'No'.

(b) and (c). Do not arise.

Kottavalasa-Bailadilla Railway Line

1698. Shri Ram Harkh Yadav: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question "No. 2318 on the 21st April, 1964 and state:

(a) the progress made in the construction of Kottavalasa-Bailadilla Railway line connecting Madhya Pradesh and Orissa;

(b) when it is expected to be ready for commissioning; and

(c) the total expenditure incurred so far?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):

(a) The overall progress upto the end of August, 1964 is 63.3 per cent.

(b) By January, 1966.

(c) Rs. 24.35 crores upto end of August, 1964.

Silk Industries in Assam

**1699. { Shri Murli Manohar:
Shri Ram Harkh Yadav:**

Will the Minister of Commerce be pleased to state:

(a) the measures adopted by Government to develop Silk Industry in Assam; and

(b) the methods adopted to improve the lustre and glaze of the Assam Silk?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Against an actual expenditure of Rs. 37.70 lakhs during the Second Plan, a sum of Rs. 75 lakhs has been allocated for the development of Silk Industry in Assam during the Third Plan. The schemes under implementation aim at co-ordinated development of the silk industry in that State. The production of raw silk in Assam rose from 1.66 lakh kg. in 1960 to 2.47 lakh kg. in 1963.

(b) A scheme for studying the physical and chemical properties of the Mugasilk was initiated in February 1962 at the Chemical Technology Department, University of Bombay. Experiments were conducted to evolve a suitable method of degumming and bleaching muga silk. As a result, a simple and economical process for bleaching muga silk has been evolved. The whiteness obtained by the above process is comparable to the whiteness obtained in mulberry silk. The scheme is being continued at the University of Bombay during the current financial year as well.

As regards eri silk, the Central Silk Board has initiated research for improving the lustre and dyeing qualities of eri silk yarn.

Handloom Export Promotion Council

1700. Shri M. G. Thengondar: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that there is a proposal to set up a Handloom Export Promotion Council;

(b) if so, the details thereof;

(c) when it is likely to be set up; and

(d) what is the scope of its functions?

The Deputy Minister in the Ministry of Commerce (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) to (d). The details are still being worked out.

Train Collision near Dangoaposi Station

1701. { Shri Vishram Prasad:
Shri S. M. Banerjee:
Shri P. C. Borooah:
Shri Vishwa Nath Pandey:
Shri B. N. Kureel:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a shunting engine collided with the Rajkharwan-Barajamda passenger train near Dangoaposi station on the S.E. Railway on the 17th July, 1964;

(b) if so, the details of the accident; and

(c) whether any compensation was paid to the victims of the accident?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes.

(b) On 17-7-64 while performing shunting in the Up yard at Dangoaposi station, a shunting engine with a load of 17 Box wagons and a brake-van entered the Maluka-Dangoaposi block section and passed beyond the Up Outer signal of that station. Passenger train No. 1 RB which had left Maluka station on proper 'line clear' at 20:37 hours and was approaching Dangoaposi station, collided head-on with the shunting engine and its load

near the Up Outer signal of Dangoaposi station at 20:48 hours.

(c) No claim for compensation has been received so far. However, an *ex-gratia* payment of Rs. 3,315 has been made in this case.

Management Reforms in Public Undertakings

1702. **Shri Shashi Ranjan:** Will the Minister of Steel and Mines be pleased to state the particulars of management reforms in the Public Undertakings initiated by the former Minister and the improvements made thereon by the present Minister?

The Minister of Steel and Mines (Shri Sanjiva Reddy): The attention of the hon. Member is invited to the statement made in the Lok Sabha on the 20th September, 1963 by the then Minister for Steel and Heavy Industries. The working of the various management changes outlined therein is being watched.

Underground Railway in Delhi

1703. { Shrimati Savitri Nigam:
Shri Vishwa Nath Pandey:
Shri P. C. Borooah:
Shrimati Renuka Ray:

Will the Minister of Railways be pleased to state:

(a) whether the plan for constructing an underground Railway in Delhi has been revived; and

(b) if so, the broad outlines thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) No. The scheme of providing underground railway in Delhi to meet the special needs of the city is a matter which comes in the jurisdiction of Delhi Municipal Corporation. The Railway Ministry is not preparing any such plans.

(b) Does not arise.