

**Shri Dhireswar Kalita:**  
**Shri Bhogendra Zha:**  
**Shri Vasudevan Nair:**

**Will the Minister of Industrial Development and Company Affairs be pleased to state:**

(a) whether it is a fact that the State-owned Government Electric Factory in Mysore is being converted into a foreign collaboration venture with a managerial control virtually in the hands of West Germany collaborators; and

(b) if so, the reasons therefor?

**The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed):** (a) and (b). A proposal was made by the Government of Mysore in 1965 to convert the New Government Electric Factory Ltd., Bangalore, owned by the State Govt. into a new company in which equity shares will be held in the following manner:

A.E.G., West Germany	40%
Government of Mysore	30%
Industrial Finance Corporation, Washington.	11%
Public.	19%

This was proposed because the State Government was finding it a heavy financial burden on their resources. The day to day management was also proposed to be entrusted to a committee of management consisting of three directors of AEG, two directors to be nominated by the Government of Mysore and the Chairman being the nominee of the State Government.

The proposal was not found acceptable by the Government of India and the State Government were requested to modify it suitably so as to provide for a minority foreign holding. The revised proposal has not been received so far.

#### **Expansion of Rourkela Steel Plant**

**3546. Shri Dhuleshwar Meena:  
Shri Ramachandra Ulaka:**

**Shri K. Pradhani:  
Shri Heerji Bhai:**

**Will the Minister of Steel, Mines and Metals be pleased to state:**

(a) whether the proposal for further expansion of the Rourkela Steel Plant during the Fourth Five Year Plan period has been examined by Government; and

(b) if so, the result thereof?

**The Minister of State in the Ministry of Steel Mines and Metals (Shri P. C. Sethi):** (a) and (b). The proposal for further expansion of the Rourkela Steel Plant during the Fourth Five-Year Plan period is under examination. The Central Engineering and Design Bureau of Hindustan Steel Limited has been commissioned to prepare a Detailed Project Report. A final decision will be taken in due course.

#### **Allotment of Scooters to Government Employees**

**3547. Shri Suraj Bhan:** Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the number of scooters allotted to the Central Government servants out of the Central Government quota from December, 1966 to February, 1967;

(b) how many scooters have actually been delivered to Government employees from 1st March, 1967 to 31st May, 1967;

(c) the reasons for discrepancy between item (a) and (b) above; and

(d) what remedial measures Government propose to take in the matter?

**The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed):** (a) 1056 Nos.

(b) 898 scooters were despatched by the manufacturers to their dealers during this period for delivery to the allottees.

(c) and (d). A period of 60 days from the date of issue of the release order is allowed to each allottee for giving his delivery instructions to the manufacturers and the scooters are despatched by the manufacturers only after the receipt of the delivery instructions. In view of this, there is a time lag in completing deliveries of all scooters allotted during a particular quarter.

#### Water Cooler at Ambala City Station

**3548. Shri Suraj Bhan:** Will the Minister of Railways be pleased to state:

(a) whether he is aware that there is no water cooler at Ambala City Railway Station and the public has to face great difficulty in the summer season;

(b) whether it is also a fact that there is no urinal or latrine for the Railway and R.M.S. Staff at this station; and

(c) the steps taken to remedy the situation?

**The Minister of Railways (Shri C. M. Poonacha):** (a) No water cooler has been provided so far at Ambala City Railway Station due to the partial ban on provision of water coolers at the railway stations on account of the foreign exchange involved in their manufacture. Alternative arrangement for supply of cold water exists.

(b) No separate latrines are provided for the use of RMS and other Railway Staff. Latrines, however, exist in all platforms and the III class waiting halls. The staff use these latrines.

(c) In view of reply to (a), and (b), question does not arise.

#### Pay Scales of Drivers and Firemen on Railways

**3549. Shri Suraj Bhan:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that "B" class Firemen while officiating as "A" class

Firemen do not get any officiating pay, whereas such benefits are given to the "C" class and "B" class Drivers and "C" class Firemen for officiating in higher grades; and

(b) if so, the steps taken to remove this anomaly?

**The Minister of Railways (Shri C. M. Poonacha):** (a) and (b). First Firemen Grade "B" on the scale Rs. 100—130 and First Firemen Grade "A" on the scale Rs. 125—155, perform identical duties and the two scales are meant for staff promoted from the ranks and Apprentices directly recruited with the minimum qualification of Matriculation respectively. Therefore, no short-term officiating promotions are permissible. However, on the occurrence of long-term vacancies in the posts of First Firemen Grade "A", scale Rs. 125—155, 25 per cent of such vacancies are earmarked for absorption of serving Firemen Grade "B" on the scale Rs. 100—130. On the other hand, Drivers Grade "A" and Grade "B" are superior categories shouldering higher responsibilities than Drivers Grade "B" and "C" respectively and so officiating promotions even in short-term vacancies are permissible. Similar is the case of second Firemen on scale Rs. 80—95 (not 'C' class Firemen) when they officiate as First Firemen Grade "B", as the posts in the latter grade carry higher responsibilities than posts in the former grade.

#### Work Load of Commercial Clerks

**3550. Shri Suraj Bhan:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that at present the workload of the Commercial Clerks on the Indian Railways has doubled in comparison to the year 1959-60, but the staff has not been increased at all; and

(b) if so, the steps Government propose to take in the matter to afford relief to this category of employees?

**The Minister of Railways (Shri C. M. Poonacha):** (a) The workload has