

These children get promoted to the higher classes in the subsequent years thereby ensuring appropriate representation of children of these communities in the higher classes.

[*Translation*]

**Fourth Pay Commission's Recommendations Applicable to Doctors of Indigenous Systems of Medicines**

2759. SHRI SANTOSH KUMAR SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the doctors of indigenous systems of medicines have not gone on strike recently;

(b) whether the Fourth Pay Commission has treated the doctors of indigenous systems of medicines at par with the doctors of allopathic system of medicines; and

(c) if so, whether the notification in regard to the Fourth Pay Commission recommendations has not been issued for the doctors of indigenous systems of medicines and if so, the reasons therefor and the time by which the notification will be issued?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) Yes, Sir.

(b) The Fourth Pay Commission have recommended that the degree holders in Ayurvedic, Siddha, Unani and Homoeopathic Systems of Medicine should have the same pay scales i.e. Rs. 2200-4000 as recommended for M.B.B.S. doctors under the Central Health Service. Further, the method of the recruitment of ISM/Homoeopathy degree physicians should be brought on the Central Health Service pattern.

(c) The matter is under consideration of the Government. No definite date for the issue of notification can be given at this stage as the matter requires examination by different Ministries.

[*English*]

**Pay Load of Wagons**

2760. SHRI P.R.S. VENKATESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have taken any measures to increase the pay load of wagons;

(b) if so, the details thereof; and

(c) if no, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The new broad guage bogie open wagon (BOX 'N') has a tare weight of about 23 tonnes as compared to about 25.1 tonnes of the earlier BOX wagon. The pay load potential of the BOX 'N' wagon is therefore about 2.1 tonnes higher, as both wagons have the same designed gross load of 81.28 tonnes.

(c) Does not arise.

**Feasibility Report for IISCO from Japan**

2761. SHRI AMAL DATTA: Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred Question No. 7150 on 20 April, 1987 regarding modernisation of Steel Plants and state:

(a) whether feasibility report in respect of Indian Iron & Steel Company has been received from Japan International Corporation Agency, if so, salient features thereof; and

(b) if not, the time by which it is likely to be received?

THE MINISTER OF STEEL AND MINES (SHRI M.L. FOTEDAR): (a) Yes, Sir. The feasibility report in respect of IISCO has since been received. The proposed scheme

envisages extensive changes in the Plant and contemplates an expansion in two stages to the ultimate capacity of production of 2.1 million tonnes of crude steel per annum.

(b) Does not arise.

**Connecting North-Eastern States with Rest of the Country by Rail lines**

2762. SHRI PIYUS TIRAKY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of progress achieved in various projects taken up by North Eastern Railway to meet the demand of the people as

well as to link North Eastern States with the rest of India by connecting Guwahati Directly to important cities and industrial townships of the country like Delhi, Bombay, Trivandrum, Lucknow, Bhubaneswar, Bangalore, Ranchi, Durgapur, Asansol etc.; and

(b) the steps taken to meet the demand to have direct train from Dibrugarh to Ranchi via Andal Bandel, Asansol, Sailya, Purulia and Ranchi?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The physical progress of construction of new railway lines in the North Eastern Region upto June 1987 is as Under:-

| <i>S. No.</i> | <i>Name of line</i>  | <i>Progress % age</i> | <i>Remarks</i>                               |
|---------------|--|-----------------------|--|
| 1.            | Dharmanagar-Kumarghat  | 71                    | 22 km. already opened                        |
| 2.            | Balipara-Bhalukpong  | 47                    |  |
| 3.            | Silchar-Jiribam  | 52                    |  |
| 4.            | Lalabazar-Bhairabi   | 55                    |  |
| 5.            | Amguri-Tuli  | 20                    | Work held up due to non-availability of land |
| 6.            | Rail-cum-road bridge over river Brahmaputra at Jogighopa alongwith BG line from Jogighopa to Guwahati. | 1                     |  |

Guwahati is already linked by direct train with Delhi, Trivandrum, Howrah, Madras, Lucknow and Bhubaneswar. A weekly train linking Guwahati with Bombay and increase in frequency of 509/510 Avadh Assam Express to daily is being provided in Oct. '87 Time Table.

(b) Introduction of a direct train between Dibrugarh and Ranchi is neither justified nor feasible for want of resources.

**Amount Spent of Litigation with Sub-Contractors by HSCL at VSP**

2763. SHRI BHATTAM SRIRAMA-MURTY: Will the Minister of STEEL AND MINES be pleased to state:

(a) what is the amount so far spent on various litigations with their contractors by HSCL in VSP area;