

Railway Pharmacists

9062. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) role the Railway pharmacists play in the Railway Health Unit in the absence of Railway doctors;

(b) whether the Railway Pharmacists are kept at a very low grade in their pay and status;

(c) whether the cadre of railway pharmacists can be totally wiped out as a measure of economy; and

(d) if not, what corrective steps were considered necessary to take in order to make the cadre of pharmacists more effective comparatively?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) During the temporary absence of Railway doctor, pharmacist carries on the routine work of the Health Unit, e.g. marking of the attendance of the patients, providing them simple treatment, rendering the first-aid in emergencies and summoning additional expert medical help in the form of directing the patient to the proper place or calling a doctor to the Health Unit.

In rare instance pharmacists are manning medical outpost. Here, they provide first-aid to the patients as well as simple routine treatment.

(b) No. The following grades are provided for the Railway Pharmacists:

Pharmacists Gr. B	Rs. 330—480
„	Rs. 330—560
„ Gr. A	Rs. 425—640
Selection Grade } Pharmacists }	Rs. 425—640
Pharmacists-cum- } Storekeeper }	Rs. 455—700 Rs. 550—750

These grades have been revised in the past and were considered by the Pay Commission as well as by the Government particularly for the percentage distribution of various grades for the entire cadre.

(c) No. Pharmacists form a very important and indispensable segment of the Railway Medical Department.

(d) As already mentioned in Part (b) corrective steps have been taken in the past to improve the pay scales as well as status of the pharmacists. These are likely to continue along with all other categories of staff in the medical department as well as in the Railways. Incidentally, it may be mentioned that the pay scales and status of the pharmacists in the Railways are broadly based on their counterparts in the Civil Side.

Admission of Students in various programmes in J.N.U.

9063 SHRI N KANDASWAMY: Will the Minister of EDUCATION be pleased to state:

(a) how many students were admitted to various programmes in Jawaharlal Nehru University during three years, Centre-wise/school-wise/year-wise break-up,

(b) how many among them were rural students, how many from public school,

(c) how many SC/ST, backward classes candidates were admitted into the University, Centre-wise/school-wise/year-wise break-up of admitted candidates,

(d) among the admitted candidates how many were given scholarship,

(e) among them how many did drop out, and

(f) if so, the reasons for the drop out?

THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):

(a) and (c). A statement giving details of admissions to various schools of the University during the last three years, programme-wise is laid on the Table of the House [Placed in Library. See No. LT-497/82]. The statement also shows SC/ST and other backward classes students among them.

(b) The University does not maintain records about the classification of students on the basis of rural or public school background.

(d) to (f). The number of candidates, among those admitted during the last three years, who were awarded scholarships and the number among them who dropped out is being collected and will be laid on the Table of Sabha.

Dieselisation of Saurashtra Mail

9064. SHRI DAULATSINHJI JAD-EJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any request has been received to replace the coal engine by diesel engine in Saurashtra Mail and also to increase the number of coaches for the benefit of people of Saurashtra region in Gujarat State; and

(b) if so, the decision taken by the Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) and (b). Saurashtra Mail at present runs with electric engine between Bombay Central and Ahmedabad and with steam engine between Ahmedabad and Hapa. Dieselisation of long distance Mail/Express trains is being done on a programmed basis having regard to availability of diesel locomotives, which are also required for clearance of essential freight traffic. As and when additional diesel locomotives be-

come available dieselisation and augmentation of load 5/6 Saurashtra Mail between Ahmedabad and Hapa will be considered along with other similar demands.

मुनावावा-खोखारोपर रेल मार्ग

9065. श्री वृद्ध चन्द्र जैन : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मुनावावा (भारत) - खोखारोपर (पाकिस्तान) रेल मार्ग कब बन्द किया गया और उसके क्या कारण हैं;

(ख) क्या यह सच है कि इस मार्ग को पुनः खोलने के लिए दोनों देशों की सरकारों के बीच कई बार वार्ता हुई है;

(ग) यदि हाँ, तो ये वार्ताएँ कब हुईं और उनके क्या परिणाम निकले; और

(घ) क्या यह सच है कि यह मार्ग पंजाब में बाधा मार्ग की तुलना में राजस्थान, मध्य प्रदेश, गुजरात, महाराष्ट्र, तमिलनाडु, आन्ध्र प्रदेश और केरल राज्यों के लिए कम खर्चीला है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन): (क) 1965 में भारत-पाक युद्ध के बाद मुनावाव-खोखारोपर रेल मार्ग को बन्द कर दिया गया था।

(ख) जी नहीं।

(ग) प्रश्न नहीं उठता।

(घ) दक्षिणी पाकिस्तानी की ओर जाने वाले यात्रियों के लिए यह मार्ग छोटा पड़ता है।

Financial Assistance for Bridge over Nalagola River

9066. SHRI SATYAGOPAL MISRA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have received any proposal from the State Government of West Bengal for the approval and financial assistance of the Centre regarding construction of a bridge over the Nalagola river to