

for all industries, if so, why the shareholders capital was taken as a ground by Hathi Committee.

(b) who presented the paper on Pricing in the Hathi Committee and is it a fact that the same officer opposed the takeover of foreign equity;

(c) whether these bureaucrats were nominated on the Hathi Committee to dilute the report of the committee in favour of foreign sector; and

(d) whether Government propose to treat capital employed for bulk drug pricing and give free hand to the bulk drug manufacturers for at least first five years to achieve self-sufficiency ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH) : a), (b) & (d) The report of the Committee on Drugs and Pharmaceutical Industry was received by the Government on the 10th April, 1975. and is receiving attention of the Government.

(c) No, Sir.

Passes to widowed/Dependent Mother and Sisters of Retired Railway Employees

6088. **SHRI ISHAQUE SAMBHALI :** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1161 on the 25th February, 1975 regarding passes for parents and dependent sisters and state :

(a) whether the widowed/dependent mothers and sisters of retired Railway servants are not included in the Post Retirement Passes issued to them; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) Yes.

(b) The term 'Family' means wife and children and term 'dependent' means widowed/dependent mothers, sisters and brothers. During service passes are issued to family and dependent members whereas post retirement passes are issued only to family members. This rule is in force for a long time and there is no justification for any liberalisation of the extant rules.

Upgradation and promotion in Class II and Class I posts during 1975.

6089. **PROF. NARAIN CHAND PARASHAR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether any posts have been upgraded and promotions made by the Railway Administration in Class II and Class I posts during the first two months of the Calendar year 1975;

(b) if so, the names and the number of the posts upgraded during this period Zone-wise in the Railway Board and in the RDSO, DLW, CLW and ICF;

(c) the increase in the Wage Bill caused by these upgradations and promotions in each one of the above mentioned units in the period under reference; and

(d) whether any upgrading of posts or promotions were also ordered in class III and class IV during this period ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) and (b) During the period in question one post of Divisional Superintendent on the North Eastern Railway and one post of Statistical Officer on the Western Railway have been decided to be operated in Senior and Junior Administrative Grades respectively. The post of Statistical Officer has however, not been filled so far.

(c) The difference in "mean of pay" in respect of the above two grades is Rs. 350/- and Rs. 400/- respectively and therefore, the increase in wage bill is marginal.

(d) No.

Quality performance of indigenous components as compared to imported ones

6090. **SHRI DHAMANKAR :** Will the Minister of RAILWAYS be pleased to state:

(a) what is the present percentage of quantum of indigenous items to the imported ones in the requirements of stores bought annually by the Railways, covering rolling stock components, electric traction, signalling and telecommunication equipment and their value;

(b) how does it compare with the different components bought during the last three years; and

(c) how do the indigenous components stand in regard to quality and performance as compared to the imported ones?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAY (SHRI BUTA SINGH) : (a) The percentage of quantum of indigenous items to imported ones cover-

Components	1971-72	1972-73	1973-74
(i) Rolling stock components electric stores including electric traction items.	72.67	70.28	70.78
(ii) Signalling and telecommunication stores.	86.5	85.2	96.7

(c) The indigenous developed components are generally of comparable quality and are giving satisfactory service but in the process of indigenisation there is always the teething problem which is common to all indigenisation efforts and which have to be faced in the initial stages.

Running over of a person by a train at Delhi Main Station

6091. **SHRI BISHWANATH JHUNJHUNWALA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether a young man was run over and killed by a train at Delhi Main Railway Station while crossing a railway track in March, 1975;

(b) the number of such incidents occurred on all the Railways during 1972, 1973 and 1974, separately; and

(c) whether such victims are given any compensation or ex-gratia payment and if so, the total amount so paid during each of these years?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BHUJA SINGH) : (a) No.

(b) and (c) Information is being collected and will be laid on the Table of the Sabha.

ing rolling stock components, electric stores including electric traction items, signalling and telecommunication equipment in 1973-74 was 72.98% and the imported content was 27.02%. The value of indigenous components was Rs. 110.28 crores and that of the imported was Rs. 41.17 crores.

(b) The percentage of indigenous components to the total purchases during the year 1971-72 to 1973-74 was as under :

Stock of Wagons with the Manufacturers

6092. **SHRI VIREHADRA SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) what is the stock of wagons at the moment on hand with the thirteen wagon manufacturing units in the country ;

(b) the number of wagons lifted by the Railways ;

(c) the number of wagons manufactured on the basis of orders from Railways ; and

(d) the number of other buyers of wagons in respect of the present stocks ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) On 1-4-1975 the wagon builders had a stock of about 306 wagons (in terms of four wheelers) against the orders/contracts placed by the Ministry of Railways.

(b) During the period 1-4-74 to 31-3-75, about 9287 wagons (in terms of four wheelers) were lifted by the Railways.

(c) During the period 1-4-74 to 31-3-75, about 2793 wagons (in terms of four wheelers) were manufactured.