

(b) the railway programme in the Fourth Five Year Plan in the State?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath):
(a) Lines constructed in III Plan in Orissa.

- (i) Sambalpur--Titlagarh BG—cost Rs. 14.59 crores approximately.
- (ii) Bimlagarh-Kiriburu BG—cost Rs. 5.93 crores approximately.

In addition to the above lines, a part of the new line between Kottavalasa and Bailadilla which is now under construction, also falls in Orissa State. The estimated cost of this line is Rs. 55.32 crores and an overall progress of 94.80 per cent has been achieved upto end of July, 1966.

(b) Proposals for construction of new lines during the Fourth Plan are yet to be finalised.

Small Scale Industries in Orissa

3516. Shri Ramaehandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of Industry be pleased to state:

(a) the number of persons sent abroad for training in the Small Scale Industries from Orissa during the last one year; and

(b) the names of countries to which they were sent?

The Minister of Industry (Shri D. Sanjivayya): (a) and (b). One person was sponsored for training abroad in the Small Industries Administrators Course held in Japan from 21-6-65 to 14-8-65 under the Asian Productivity Organisation Programme.

New Stations on S.E. Railway

3517. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:

Will the Minister of Railways be pleased to state:

(a) the number of new stations pro-

posed to be opened on the South Eastern Railway during 1966-67; and

(b) the details thereof?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) and (b). In all, 44 stations are proposed to be opened on the South Eastern Railway during 1966-67. Of these, 38 will be on the new line under construction between Kottavalasa and Kirandul. The remaining 6 stations are proposed to be opened—3 between Nergundi and Raj Athgarh and the other 3 on the new line being constructed between Raj Athgarh and Barang—in connection with the doubling of Nergundi-Khurda Road section on a new alignment. In addition, a passenger halt station has also been sanctioned to be provided between Bhilai and Kumhari stations in Madhya Pradesh during 1966-67.

Corruption Cases on South Eastern Railway

3518. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:

Will the Minister of Railways be pleased to state the number and nature of corruption cases pending at present on the South Eastern Railway?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): Number of corruption cases pending on South Eastern Railway as on 22-8-66: 166

NATURE OF THESE CASES

- | | |
|---|----|
| 1. Demand and acceptance of illegal gratification: | 34 |
| 2. Securing employment and promotion etc. on false declaration and submission of false certificate: | 9 |
| 3. Fraudulent drawal and misuse of Passes and Privilege Ticket Orders: | 9 |
| 4. Misappropriation of Railway cash and materials etc. | 26 |

8. False maintenance of muster rolls, manipulation of official record, drawal of false travelling allowance etc :	12
9. Violation of Service Conduct Rules and departmental procedural orders:	20
7. Obtaining employment on impersonation:	3
8. Drawal of house rent allowance on production of false certificate:	1
9. Disproportionate assets:	13
10. Exchange of Railway tickets against faked Rail warrants in respect of Orissa Government:	1
11. Execution of work below specification by Railway Contractors or excess issue of materials or employment of excess labour:	10
12. Carrying of unbooked luggage by unauthorised persons in trains:	1
13. Miscellaneous:	18
Total:	166

Import of Watches

**3220. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:**

Will the Minister of Commerce be pleased to state:

(a) the total number of watches imported during the last four months; and

(b) the total foreign exchange spent during the same period?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). The import of watches has been totally banned from April, 1965. The imports during the four months ending April, 1966, as given below largely represent smuggled watches which were confiscated, and include only a

few that might have been imported against licences issued prior to the ban.

	Number	Value (Rs.)
Wrist watches	219	11,462
Stop „	702	15,048
Other „	400	11,967
Total :	1,321	Rs. 38,477

सौराष्ट्र में माल डिब्बों की मांग

3521. श्री बड़े :

श्री हुकम चन्द कछवाय :

श्री दाजी :

श्री स० मो० बनर्जी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे बोर्ड ने सौराष्ट्र की तीन कैमिकल फैक्ट्रियों अर्थात् टाटा, सौराष्ट्र कैमिकल्स तथा धेगेन्द्र कैमिकल्स द्वारा वैगनों की बार बार की गई मांग की ओर कोई ध्यान नहीं दिया है ;

(ख) क्या यह भी सच है कि इन फैक्ट्रियों की दैनिक मांग 76 वैगन की है और रेलवे बोर्ड उन्हें केवल 20 वैगन ही उपलब्ध करता है ;

(ग) क्या वैगनों की कमी के कारण 1 करोड़ 50 लाख रुपये का सोडा, फ़ैक्टरी के निकट पड़ा हुआ है ; और

(घ) यदि हां, तो इस समस्या को अविलम्ब हल करने के लिये क्या कार्यवाही की गई है ताकि देश को एक करोड़ रुपये की हानि न उठानी पड़े ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) : (क) जी नहीं ; इसके विपरीत इन फ़ैक्ट्रियों से जाने वाले कास्टिक सोडा और सोडा ऐश का संचलन का दर्जा बढ़ाकर उसे अधिमार्ग यातायात अनुसूची की "डी" श्रेणी प्रदान की गयी है ।

(ख) और (ग): जनवरी से जुलाई, 1966 की अवधि में दैनिक औसत लदान 46 माल डिब्बे था। सूखे की गम्भीर स्थिति, मैसूर, व महाराष्ट्र सीमा सम्बन्धी उपद्रव, उत्तर प्रदेश में सड़कपरिवहन की हड़ताल और असम में रेल पथ में टूट फूट, भूमिस्खलन और अभूतपूर्व भारी बाढ़ के कारण बहुत से माल डिब्बों का इस्तेमाल न हो सका और इसकी बजह से इस वर्ष जून और जुलाई में लदान पर असर पड़ा। अगस्त, 1966 में (19 तारीख तक), दैनिक लदान बढ़कर 75 माल डिब्बे हो चुका है और इस आधार पर उस तारीख को केवल एक पखवाड़े की बकाया मांगें पूरी होने को शेष थीं।

(घ) लदान की वर्तमान गति बनाये रखने की कोशिश की जा रही है ताकि न केवल बकाया मांग पूरी की जा सके, बल्कि माल डिब्बों की नयी मांग भी साथ साथ पूरी होती रहे।

मैकेनिकल डिपार्टमेंट, वाराणसी के कर्मचारी

3522. श्री स० मो० बनर्जी :

श्री हुकम चन्द कछवाय :

श्री वाजी :

श्री बड़े :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मैकेनिकल डिपार्टमेंट, वाराणसी के कर्मचारियों को, जो कार्य करते हुए जखमी हो गये थे, चिकित्सा के लिए बिना वेतन अवकाश मंजूर किया गया है ;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) गत तीन वर्षों में अब तक इस प्रकार कितने व्यक्ति जखमी हुए हैं ; और

(घ) उनको कितना मुआवजा दिया गया है ?

रेलवे मंत्रालय में राज्य मंत्री
(डा० राम सुभग सिंह): (क) जी नहीं।

(ख) सवाल नहीं उठता।

(ग) पूर्वोत्तर रेलवे के 497 और डीजल रेल इंजन कारखाने के 277 कर्मचारी घायल हुए थे। इनके अलावा, डीजल रेल इंजन कारखाने के 35 नैमित्तिक मजदूर घायल हुए और एक मर गया।

(घ) सभी नियत कर्मचारियों को, जन्हें इयटी पर लगी चोटों के कारण अस्पताल में इलाज कराना पड़ा, वेतन सहित अस्पताली टूट्टी दी गयी। केवल उस एक व्यक्ति को तबूत के रूप में 1274 रुपये दिये गये जो अपनी जीविकोपार्जन क्षमता खो चुका था।

जो 35 नैमित्तिक मजदूर घायल हुए, उन्हें पाक्षिक भुगतान के रूप में कुल मिलाकर 829 रुपये 80 पैसे दिये गये। मृत नैमित्तिक मजदूर के मामले में कर्मकार क्षतिपूर्ति आयुक्त के पास 3,000 रुपये की रकम जमा कर दी गयी है।

रेलवे लेखा विभाग के कर्मचारी

3523. श्री बड़े :

श्री हुकम चन्द कछवाय :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे लेखा विभाग के कर्मचारियों को, जिन्होंने दिसम्बर, 1957 में परिशिष्ट-2क परीक्षा पास कर ली थी परन्तु जिन्हें रेलवे बोर्ड से 14 जनवरी, 1958 के पत्र के अनुसार पदोन्नति नहीं दी गयी थी, बाद में रियायत देने और 1 अप्रैल, 1956 से उनकी पदोन्नति करने के क्या कारण हैं ;

(ख) क्या यह रियायत बिना किसी पक्षपात के उन सभी कर्मचारियों को दी गई थी जिन्होंने दिसम्बर, 1957 में हुई परीक्षा पास कर ली थी और जो पिछली बार पदोन्नत किये गये व्यक्तियों से सीनियर थे ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं और उन व्यक्तियों को जिन्हें पदोन्नति नहीं दी गई पदोन्नति देने के लिए क्या कार्यवाही की जा रही है ?

रेलवे मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह) (क) उन वरिष्ठ कर्मचारियों की शिकायत दूर करने के लिए, जिन्होंने मई, 1957 और दिसम्बर, 1957 में परिशिष्ट IIक परीक्षा पास की, लेकिन जिनके लिए रिक्त स्थान उपलब्ध नहीं थे, क्योंकि उनसे कनिष्ठ कर्मचारियों द्वारा उन से पहले परीक्षा पास कर लेने के कारण, सभी रिक्त स्थान भर चुके थे, 1-4-56 से ग्रेड I के क्लर्कों के अधिसंख्यक पद सजन करने का विनिश्चय किया गया ताकि वे कर्मचारी जो 1-4-56 से स्थायी क्रमोन्नत पदों पर पुष्ट किए गये अन्तिम व्यक्ति से वशिष्ठ हों, उन्हें भी 1-4-56 से पुष्ट किया जा सके और उस तारीख से उन्हें बकाये का भुगतान किया जा सके ।

(ख) और (ग). यह रियायत केवल ऊपर (क) में उल्लिखित कर्मचारियों को दी गयी है जबकि वे कर्मचारी, जिन्होंने 31-12-57 से पहले परिशिष्ट II-क परीक्षा पास की थी और 1-4-56 से सर्जित स्थायी क्रमोन्नत पदों पर पुष्ट किये गये कनिष्ठतम कर्मचारी से भी कनिष्ठ थे, इस रियायत से होने वाले लाभ के अधिकारी नहीं रहे क्योंकि वे क्रमोन्नत पदों पर स्थकिये कनिष्ठतम कर्मचारियों से वरिष्ठ होने की बुनियादी शर्त को पूरा नहीं करते थे । इसके फलस्वरूप, इन कर्मचारियों के लाभार्थ कोई कदम उठाने का सवाल ही नहीं उठता ।

Ban on creation of Posts in Railway Offices

3524. **Shri Rajdeo Singh:**
Shri Bal Krishna Singh:

Will the Minister of Railways be pleased to state:

(a) when the current ban on the creation of posts in Railway Offices was first imposed; and

(b) how many posts of all grades of Officers, and Class III and IV staff (other than on Construction Work) were created since the ban and the expenditure involved?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) From 6-2-1960.

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

Northern Railway Headquarters Office

3525. **Shri Rajdeo Singh:**
Shri Bal Krishna Singh:

Will the Minister of Railways be pleased to state:

(a) whether there are a number of officials in the Personnel, Stores, and General Branches of the Northern Railway Headquarters Office, who have, against all normal practices, been retained for more than eight years in one or other capacity; and

(b) if so, the reasons therefor?

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

(b) The seniority of staff working in the Personnel, Stores, and General Branches of the Headquarters Office, upto a certain level, is kept separate from other Units. In view of this no transfers can be made from the Headquarters Units. In cases, where the seniority is combined beyond a certain level, transfers are effected

as and when necessary, in the interest of service.

Public Relations Organisations of Northern Railway

**3526. Shri Rajdeo Singh:
Shri Bal Krishna Singh:**

Will the Minister of Railways be pleased to state:

(a) the proportion of Hindi and English newspapers and journals read every day in the Public Relations Organisations of the Northern Railway;

(b) whether it warrants an equal number of journalists to be posted in Hindi as in English; and

(c) if not, the reasons for posting of present number of English and Hindi Journalists?

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

(a) All important newspapers and journals in English, Hindi and other languages published in the areas served by the Northern Railway are scanned in its Public Relations Office. The number of English and Hindi papers subscribed by the Public Relations Office is 15 and 5 respectively.

(b) No.

(c) The scrutiny of newspapers and journals is only one part of the obligation in the daily routine of the Public Relations Office of the Railway. The posts of Journalists and Reporters are created keeping in view the necessity and justification of the work involved.

Hindi Staff on Railways

**3527. Shri Rajdeo Singh:
Shri Bal Krishna Singh:**

Will the Minister of Railways be pleased to state:

(a) whether the ban on the creation of new posts in Railway Offices is applicable to fields relating to progress of Hindi in Railway Offices also; and

gress of Hindi in Railway Offices also; and

(b) if so, the strength of the Hindi Staff in the Headquarters and various Divisional Offices of the Zonal Railway?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes. The ban on creation of new posts applies to all ministerial staff including staff for Hindi work.

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

Translation Work on Railways

**3528. Shri Rajdeo Singh:
Shri Bal Krishna Singh:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that only one Translator has been provided in each of the Zonal Offices of the various Railways for effecting implementation of all the Railway Board's directives and for doing translation work also;

(b) whether it is a fact that no supervisory staff has been provided to supervise this work; and

(c) if so, the reasons therefor?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No. Depending on the quantum of work offering, adequate number of English-Hindi Translators have been appointed at the headquarters offices of all zonal Railways.

(b) No. The translation work is supervised by Hindi Superintendents.

(c) Does not arise.

Import of Raw Cashew-nut

3529. Shri Mohammed Koya: Will the Minister of Commerce be pleased to state:

(a) the approximate value of the import of raw cashew-nut this year;

(b) to what extent it has increased due to devaluation and whether this will effect cashew industry and if so, to what extent; and

(c) whether this will result in the retrenchment of any worker and if so, the steps taken to see that nobody is thrown out of employment?

The Minister of Commerce (Shri Manubhai Shah): (a) The Cashew Export Promotion Council, Ernakulam has estimated import of 1,80,000 tonnes raw cashewnuts valued at over Rs. 21 crores during 1966.

(b) The value of the import is likely to increase by about Rs. 4 crores in 1966.

(c) No such results are expected.

Export of Cashew-nuts to U.S.S.R.

3530. Shri Mohammed Koya: Will the Minister of Commerce be pleased to state:

(a) whether India had entered into any contract with the Soviet Union to supply cashew-nuts; and

(b) how far this commitment will increase in value due to devaluation?

The Minister of Commerce (Shri Manubhai Shah): (a) and (b). The export trade is continuous and is going on under Indo-Soviet Trade Agreement. Devaluation would not make any material change in that.

Class IV Employees of Loco Workshops

3531. Shri P. Kunhan: Will the Minister of Railways be pleased to state:

(a) whether the Class IV Employees of Loco Workshops, Charbagh, and Carriage and Wagon Shops, Alambagh in Lucknow on the Northern Railway are subjected to deduction in their pay as pool rent over and above the quarter rent;

(b) if so, the monthly amount thus deducted; and

(c) whether the Railway Board issued a circular in 1957 in which such deduction was disapproved?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). The information is being collected and will be laid on the Table of the House.

Suspension of Clerical Staff in Locomotive Works, Lucknow

3532. Shri P. Kunhan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of clerical hands employed at Locomotive Works, Charbagh (Northern Railway), Lucknow have been superseded by their juniors;

(b) if so, the number of persons so affected during 1965-66; and

(c) the reasons for taking this decision?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No. The clerical staff in question are borne in separate seniority groups, viz. Establishment and Non-Establishment and there has been no supersession in their respective groups except on grounds of unsuitability.

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

Ayahs in Indoor Hospital, Northern Railway, Charbagh (Lucknow)

3533. Shri P. Kunhan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Ayahs working in Indoor Hospital, Northern Railway, Charbagh, Lucknow were asked to work for 12 hours a day during January-July, 1962;

(b) under whose orders this extra work was taken from these Ayahs; and

(c) whether they were paid wages for the extra work?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). Information is being collected and will be laid on the Table of the House.

Over-bridge at Level Crossings in Anakapalle Town (S. Railway)

3534. Shri M. S. Murti: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct a subway or an over-bridge at the level-crossings in Anakapalle Town and near Narasapatnam Railway Station on the Southern Railway; and

(b) if so, when the construction is likely to be taken up?

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

(a) (i) for the level-crossing at Anakapalle Station, some representations were received from the public as well as from the local Municipality, for constructing a road over/under-bridge and they were requested to approach the State Government, who have to sponsor such schemes and also bear their cost of the work. So far, no such proposal has been received from the State Government.

(ii) For the level crossing at Narasapatnam Road Station—the State Government has already been apprised of the feasibility of providing a road over-bridge at Waltair end, but no final decision has so far been communicated by the State Government indicating the priority for the work and the year in which they would be able to provide funds towards their share of the cost as per extant rules.

(b) Does not arise.

Shortage of Wagons at Stations on the Kangra Valley Section of the Northern Railway

3535. Shri Hem Raj: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is a great shortage of wagons in the Kangra Valley section and the foodgrains of the Co-operative Societies to the Rail Head agencies in the Kangra district are not being booked; and

(b) if so, the steps Government propose to take in the matter?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) and (b). Due to various

limitations inherent on a Narrow Gauge Hill section, booking of goods traffic has always had to be regulated to stations on the Pathankot-Bajjnath Paprola-Jogindernagar Narrow Gauge section according to a quota system. With the transfer of more locomotives to this section in 1965 the goods quota was increased from 13 to 17 B.G. wagons daily in June, 1965. This quota has, however, had to be reduced to 14 B.G. wagons daily from the middle of August this year as the experience of the working of the higher quota had revealed that under the present pattern of traffic on the section some more Narrow Gauge wagons would be required. Orders have been issued for the transfer of additional wagons for this purpose.

Within the present limitations, however, a special quota is allotted for movement of foodgrains and there are no outstanding demands of this traffic at present.

Broad-gauge line from Rampur to Kathgodam

3536. Shri Buta Singh: Will the Minister of Railways be pleased to state:

(a) whether Rail traffic to Kathgodam, the rail terminus to Nainital,

for both passengers and goods, is much delayed due to the absence of a direct broad-gauge line;

(b) whether it is a fact that a survey was carried out for opening of a broad-gauge line from Rampur to Kathgodam and the scheme had been accepted for inclusion in the Third Five Year Plan; and

(c) if so, the reasons for non-implementation of the scheme so far and when it is proposed to be taken up?

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

(a) Movement of passenger and goods traffic to Kathgodam is not handicapped for want of broad gauge facilities.

(b) and (c). Reconnaissance Engineering and Traffic Surveys for a broad-gauge link from Rampur to Haldwani (near Kathgodam)—57 miles/92 Kms—were carried out in 1956-57. The line, was then estimated to cost Rs. 2.84 crores, and was found to be unremunerative. It was, therefore, not included in the Third Five Year Plan. As the conversion of the existing M.G. line cannot be justified on traffic or financial grounds, there is no prospect of this proposal being taken up for consideration even in the Fourth Five Year Plan.

Misuse of Railway Concession Tickets

3537. Shri N. Dandekar: Will the Minister of Railways be pleased to state:

(a) whether complaints have been received from several quarters regarding the misuse of Railway Concession Tickets by the Professors and Teachers of the Punjab University, Chandigarh;

(b) if so, the details thereof; and

(c) the action taken in this regard?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes, one such complaint was received.

(b) The complaint was from Shri Balu Ram, Member Zila Parishad, Fatehabad, District Hissar (Punjab) alleging misuse by Dr. D. N. Shukla, Professor and Head of the Department of Sanskrit, Punjab University, Chandigarh, of a First class concession ticket No. 17720 dated 24th August, 1965 ex-Chandigarh to Bangalore issued on the authority of concession order No. 200718 dated 21st August, 1965 issued by the Divisional Superintendent, Delhi, in favour of Shri Madan Mohan of the Department of Sanskrit, Punjab University, for attending the All India Session of the Sanskrit Vishwa Parishad at Bangalore.

(c) The Booking Clerk found responsible for the error has been debited with Rs. 181, which represents the amount less collected.

The Registrar, Punjab University has been asked to make necessary enquiries and his reply is awaited.

Effect of Devaluation on Exports

3538. Shri Heda:

Shri M. Rampure:

Will the Minister of Commerce be pleased to state:

(a) whether a study has been made of the effects of devaluation and simultaneous announcement of withdrawal of the Export Promotion Scheme on those commodities whose export was being carried out under the former Export Promotion Scheme;

(b) whether it is a fact that the Export Entitlement gave them far better scope than 57 per cent as provided by the devaluation; and

(c) the remedial measures being taken so that the export of these commodities is restarted and markets developed after several year's labour are not lost?

The Minister of Commerce (Shri Manubhai Shah): (a) Yes, Sir.

(b) In some cases it did.

(c) The statement outlining select- ed immediate programmes to help and develop exports, have been already laid on the Table of the House on Tuesday, the 16th August, 1966.

Ore Mines in Maharashtra and Madhya Pradesh

3539. Shri Narendra Singh Mahida: Shri Solanki:

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

(a) whether it is a fact that about 300 miles in Maharashtra and Madhya Pradesh are idle and the production of ore has dropped to 450,000 tonnes from 900,000 tonnes produced in 1957, as stated by the Secretary of the Mineral Industry Association; and

(b) if so, the action taken by Government in the matter?

The Minister of Mines and Metals (Shri S. K. Dey): (a) No such statement of the Secretary, Mineral Industry Association, has come to the notice of the Government. However, it appears that the reference to the mines relates to manganese ore mines in the States of Madhya Pradesh and Maharashtra. During the period 1961 to June, 1966, 15 mines were closed permanently in the two States and production in 169 mines was discontinued temporarily, 117 mines were, however, reopened. The production of manganese ore in these two States in 1957 was 607,600 tonnes and in 1965 it rose to 609,900.

(b) There has been a distinct revival in demand for manganese both in the internal market and the export market. Government have taken a decision to canalise all export trade in manganese through Minerals and Metals Trading Corporation of India Ltd., and secure the optimum benefit in terms of price and sale of all

grades of Indian manganese ore. The devaluation of rupee is also expected to improve the competitive position of our manganese ores in the international market. It is hoped that these incentives will encourage the mine- owners to restart production from some of the mines where closure was not due to exhaustion of reserves.

Kerala Circle of Geological Survey of India

3540. Shri Vasudevan Nair: Will the Minister of **Mines and Metals** be pleased to state:

(a) whether there is any proposal to abolish the Kerala Circle of the Geological Survey of India;

(b) if so, the reasons therefor;

(c) whether the abolition of the Kerala Circle will adversely affect the geological survey work in the State; and

(d) if so, the steps taken to ensure the continuation of the survey work in Kerala?

The Minister of Mines and Metals (Shri S. K. Dey): (a) to (d). The organisational pattern of the Geological Survey of India being functional has to be reviewed from time to time with a view to meeting the changing requirements of work and programmes of investigation assigned to the Department. In 1961, the work of the Geological Survey of India was decentralised on a regional pattern; the entire charge was divided into three regions and each region was placed under a Regional Director. Recently the working of the Geological Survey of India was again reviewed and it was found that the present workload in four circle offices, including Kerala, did not justify the continuance of the administrative set up at circle headquarters and whatever supervisory functions were necessary in respect of the field parties working in these areas, could be easily transferred to and taken over by the contiguous circle offices.

This reorganisation will not, in any way, affect the working of the field parties engaged on Geological Survey of India programmes of mineral investigation now in progress or those to be taken up in the future.

Chargemen of Northern Railway

3541. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether the Railway Board have received a representation from the Chargemen of the Northern Railway against the inequitable fixation of their seniority *vis-a-vis* trainee Journeyman/Journeymen of Northern Railway recruited after the 14th April, 1952 consequent on the merger of the two categories of posts;

(b) if so, for how long this representation has been pending with Railway Board; and

(c) when the decision is expected to be communicated to the Chargemen of the Northern Railway?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). The information is being collected and will be placed on the Table of the House.

Repair of H.M.T. Watches

3542. Shri Narendra Singh Mahida: Will the Minister of Industry be pleased to state:

(a) whether it is a fact that the watches received for repair at the Delhi Office of the H.M.T. are sent to Bangalore for repairs;

(b) if so, how long it takes to repair a watch;

(c) whether there are instances where it has taken more than three months to repair a watch; and

(d) if so the reasons therefor?

The Minister of Industry (Shri D. Sanjivayya): (a) Only such of those watches as require major replacements are sent to Bangalore.

(b) Normally 25 to 30 days.

(c) and (d). Longer time is taken in cases where Customers delay in communicating their approval to the repair charges.

Wire Drawing Machines

3543. Shri D. D. Mantri: Will the Minister of Industry be pleased to state:

(a) whether it is a fact that machinery for producing wires thinner than 20 SWG are not manufactured in India; and

(b) if so, the reasons for not permitting the import of such machinery from abroad for producing wires thinner than 22 SWG in India instead of importing such wires?

The Minister of Industry (Shri D. Sanjivayya): (a) Yes, Sir.

(b) Import of machines capable of drawing wires thinner than 22 SWG is allowed when essentiality of such import is fully established.

Steel and Alloy Steel Wires

3544. Shri R. Barua: Will the Minister of Iron and Steel be pleased to state:

(a) the present production of different sizes and qualities of steel and alloy steel wires in India;

(b) what type of steel and alloy steel wires and in how much quantity and value were imported in India during the last year;

(c) whether India still imports wires thinner than 22 SWG and if so, what are the difficulties in producing such wires in India; and

(d) whether it is a fact that fine wires are drawn by WET process?

The Minister of Iron and Steel (Shri T. N. Singh): (a) Production of various types of wires in the country

during 1965-66 is given below:

	(Tonnes)
Black wire	57,442
Galvanised wire	
(i) Telegraph	445
(ii) Others	27,678
High carbon	22,083
Total	107,648

(b) The quantity and value of the various types of steel and alloy steel wires imported during 1965-66 are furnished below:

Category	Quantity in tonnes	Value in thousand Rs.
Electrode Quality	585	810
Galvanised W.R.	18,512	19,725
Others not of high carbon alloy steel	13,406	15,837
Of High Tensile quality	4,128	5,044
Others of High Carbon Steel	5,357	9,899
Others of allow steel	386	1,734
Total	42,374	53,049

(c) India still imports wire thinner than 22 SWG partly because the production is not enough to meet the demand and partly because some of the special qualities are not produced in the country.

(d) Generally speaking and in majority of cases, fine wires are drawn by WET process.

Steel Casting Industry

3545. Shri Yashpal Singh: Will the Minister of Industry be pleased to state:

(a) whether it is a fact that electric arc furnaces upto the steel casting capacity of 10 tons are manufactured in India;

(b) whether it is also a fact that in spite of the steel casting industry

being delicensed the furnace manufacturers still need priority sanction from Government for the sale of their furnaces; and

(c) if so, the relief accruing to the steel casting industry on its being put on the list of delicensed industries?

The Minister of Industry (Shri D. Sanjivayya): (a) Yes, Sir

(b) and (c). The necessity of obtaining a priority sanction any longer, by furnace manufacturers for the sale of furnaces is under consideration.

Import of Galvanised Wire

3546. Shri Ku. Sivappaghasan: Will the Minister of Iron and Steel be pleased to state:

(a) the quantity and value of galvanised wire being imported in India from different countries;

(b) whether Government do not grant permission for producing galvanised wire in India on account of shortage of lead and zinc which are imported from abroad;

(c) whether it is a fact that lead and zinc needed for producing galvanised wire do not cost more than 5.7 per cent of the value of galvanised wire; and

(d) whether the import of galvanised wire instead of import of zinc and lead means unnecessary wastage of foreign exchange and the steps proposed to be taken in the matter?

The Minister of Iron and Steel (Shri T. N. Singh): (a) A statement showing import of Galvanised wire into India from different countries during 1965-66 is laid on the Table of the House. [Placed in Library. See No. LT-6938/66].

(b) to (d). Further capacity for galvanised wire is not being created at present not only on account of shortage of lead and zinc but also because of want of sufficient foreign

exchange for the import of the requisite quality of wire rods. Certain specific types of galvanised wire have been imported taking into account the indigenous capacity for production of such wire. The general position is being reviewed from time to time

Loss at Durgapur Steel Plant

3547. **Shri P. C. Borooah:**
Shri Prakash Vir Shastri:
Shri Hukam Chand
Kachhaviya:
Shri Onkar Lal Berwa:
Shri Alvares:
Shri Jagdev Singh
Siddhanti:
Shri Bade:
Shri Yudhvir Singh:
Shri Kashi Ram Gupta:

Will the Minister of Iron and Steel be pleased to state:

(a) whether it is a fact that the Durgapur Steel Plant is suffering a loss of Rs 25 lakhs per day owing to labour unrest; and

(b) if so, the steps taken to normalise the labour relations there?

The Minister of Iron and Steel (Shri T. N. Singh): (a) and (b). During the recent labour unrest at Durgapur there was stoppage of work for some days and consequent loss of production. It is not possible to give exact figures of loss suffered. But there was of course total loss of production on a number of days, and a reduction in production upto the time, full normal production could be resumed. The average production is of the order of 3,300 tons of hot metal per day.

Mr. Deputy-Speaker: Now, papers to be laid on the Table. Shri Pathak.

12.14 hrs.

RE. ARRESTS OF GOLDSMITHS

श्री मधु लिमये (मुंगेर): अध्यक्ष महोदय, मेरा निवेदन है। मेरा निवेदन यह है कि इधर सात-आठ रोज से इतने तार हमारे पास स्वर्णकारों के सवाल को ले कर आ रहे हैं और

आज अखबारों में खबर आई है कि कांग्रेस वकिंग कमेटी की बैठक हुई है जिसमें सचिन चौधरी साहब ने इस का विरोध किया है। मेरी आपसे प्रार्थना है कि ता० 3 को बहस तो होगी, लेकिन ये लोग यहां पर अनशन कर रहे हैं, गिरफ्तार हो रहे हैं। अगर मर जायेंगे तो झंझट हो जायेगी और फिर इस को लेकर बड़ा असन्तोष फैलेगा। क्या सरकार इस पर जल्दी विचार कर के कोई फैसला सदन के सामने रखेगी ?

Mr. Deputy-Speaker: Order, order. Matters cannot be raised like this. He should give notice.

Shri S. M. Banerjee (Kanpur): It is about the release of those persons.

श्री मधु लिमये: यह तो वितती है।

Mr. Deputy-Speaker: I will convey your prayer to the Government.

Shri Vasudevan Nair (Ambalapuruzha): Sir, the Prime Minister said that the question of their release will be considered. Why should they give promises like that if they cannot fulfil or honour them? The Prime Minister clearly stated. (Interruptions).

Mr. Deputy-Speaker: Order, order. I have already said that I will convey this to the Government. Now, papers to be laid on the Table. Shri G. S. Pathak.

12.16 hrs.

PAPERS LAID ON THE TABLE

ANNUAL REPORT ON ADMINISTRATION OF COMPANIES ACT

The Minister of Law (Shri G. S. Pathak): I beg to lay on the Table a copy of the Annual Report on the working and administration of the Companies Act, 1956, for the year ended the 31st March, 1960, under section, 638 of the said Act. [Placed in Library. See No. LT-21/66].