

**PARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** (a)

All items of stores on the Railways are subjected to periodical review, with a view to examine the need for retaining them on the Railways. The stores which are surplus to the Railways requirement, which would include unwanted scrap materials are periodically collected by the user Departments of the Railways and sent to selected depots for disposal as scrap.

(b) The Railway materials lying around railway yards may be new rails and track fittings required for replacement of old rails and fittings. These are kept near the site of replacement for ease in handling. However, used rails and track fittings as well as accident damaged Rollig Stock and the spares and fittings also remain in the yards until these are collected and sent to the stores Depots for disposal. This collection is periodical.

(c) According to the extant instructions for disposal of scrap, all surplus arising of scrap, which are left over after maximum utilisation by the Railways and after meeting the demands of other Government Departments and Public Sector Undertakings, are disposed of by public auction/tender sales. These auctions are held regularly and given wide publicity through press and other media in which all those interested to buy scrap can participate. The scrap materials are sold to highest bidders.

A vigorous drive was launched during financial year 1980-81 to liquidate scrap materials to the maximum extent. An improvement of over 40 per cent was achieved as a result of the drive, as the total disposal rose from Rs. 49.65 crores in 1979-80 to Rs. 70.49 crores in 1980-81. The drive was continued during 1981-82 also and the total disposal during 1981-82 has come to almost Rs. 80 crores which shows an improvement of 13 per cent over last year's figures. The drive will be continued further during the current financial year also.

**Employment to the Handicapped**

**\*724. SHRI CHITTA MAHATA:** Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the special provision for providing employment to the handicapped during the 'Year of the Disabled' will continue during the Sixth Plan period; and

(b) if so, the details thereof and method of recruitment of the handicapped?

**THE MINISTER OF STATE OF THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRIMATI SHEILA KAUL):** (a) and (b) Orders reserving 3 per cent of the Group 'C' and 'D' posts/services for the physically handicapped under the Central Government and in the Public Sector Undertaking were issued on 4-11-1977 and 30-3-1978 respectively. Out of this, 1 per cent posts are reserved for the blinded, 1 per cent for the deaf and 1 per cent for the orthopaedically handicapped. In order to ensure prompt implementation of these orders a roster was prescribed during the International Year of the Disabled Persons earmarking the 3rd, 37th and 70th vacancies for the handicapped. Recruitment to the posts reserved for the physically handicapped persons; except those to be filled through Union Public Service Commission, Staff Selection Commission, etc. is required to be done through normal employment exchanges or Special Employment Exchanges for the physically handicapped. The Vocational Rehabilitation Centres for the physically handicapped can also sponsor persons for vacancies in Central Government Departments/Undertakings. These arrangements will continue until further orders are issued on the subject.

**Installation of Automatic warning system of signalling**

**\*725. SHRI PRATAP BHANU SHARMA:** Will the Minister of RAILWAYS be pleased to state on how many key routes/sections it is proposed to install automatic warning system of signalling during current five year plan?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** The automatic warning system was introduced on Gaya-Mughalsarai and Howrah-Burdwan Chord Line sections of Eastern Railway. Due to heavy thefts of aluminium bodied magnets from the track, the system has proved unsatisfactory. It is, therefore, now proposed to try track magnets with fibre glass body to obviate thefts. Extension of the Automatic Warning System to other sections will depend upon the successful functioning of the system having magnet with fibre glass body or other modifications as may be warranted by the conditions obtaining in the country.

**Spare parts for T. A. P. P.**

**\*726. SHRI M. V. CHANDRA-SHEKHARA MURTHY:**

**SHRIMATI PRAMILA DANDAVATE:**

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether the Tarapur Atomic Power Plant is operating under the required safety regulations despite prolonged delay in supply of certain important spare parts by the United States;

(b) if so, what are the main reasons for delay in supply of spare parts by the U.S. Government;

(c) how long the power plant could continue to work without supplying the spare parts;

(d) whether during the Indo-U.S. Joint Commission talks India has reminded U.S. Government about the delay in the supply of the spare parts emphasising that this was commercial transaction unconnected with fuel supplies for Tarapur which have also been held back; and

(e) if so, what was the reaction of the U.S. Government?

**THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO):** (a) Yes, Sir.

(b) The Government of the United States has not indicated any specific reason for the delay.

(c) The Government of India will take all necessary steps to ensure that during the operation of the Tarapur Atomic Power Station, the required safety regulations will be observed.

(d) and (e) The attention of the United States was drawn to the continuing delay in the supply of spare parts for the Tarapur Atomic Power Station at the Indo-US Sub-Commission meeting on Science and Technology which was held in New Delhi in December, 1981. However, no satisfactory response or explanation has been received so far.

**Railway Departments manned by more than one head**

**727. SHRI HARIKESH BAHADUR:** Will the Minister of **RAILWAYS** be pleased to state:

(a) whether due to recent upgrading of the Gazetted Officers on the Indian Railways there is more than one Head of the Department in each department;

(b) whether there are no fixed duties and jurisdiction of these officers;

(c) whether such an arrangement is reducing the Railway efficiency; and

(d) what remedial steps the Railway Ministry proposes to set right the working?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):** (a) Yes, Sir, except in Personnel, Medical and Security Departments. Each department has one co-ordinating Principal Head of Department.

(b) Fixed duties and jurisdictions have been assigned to the officers.

(c) No, Sir.

(d) Does not arise.