

परीक्षा ली जाती है ; ताकि उनकी अधिक दायित्व उठाने की योग्यता जानी जा सके ;

(ख) यदि हां, तो उनके वेतन में भी उसी अनुपात से वृद्धि करने का विचार है, जिस अनुपात में उनका दायित्व बढ़ता है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री डा० राम सुभग सिंह) :

(क) केवल पूर्व रेलवे में 205-280 रुपये वेतन मान के सहायक स्टेशन मास्टर को उसी वेतन-मान में स्टेशन मास्टर के रूप में तैनात करने से पहले लिखित परीक्षा ली जाती है ।

(ख) और (ग) सवाल नहीं उठता क्योंकि नियुक्ति उच्चतर वेतन-मान में नहीं की जाती ।

#### Reservation of Vacancies of Scheduled Castes and Scheduled Tribes on Western Railway

\*408. SHRI D. R. PARMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the quota reserved for the Scheduled Castes and Scheduled Tribes has not been filled up in the respective categories i.e. class I, II and III on the Western Railway ;

(b) if so, the reasons for not filling the reserved quota in each category though qualified candidates from Scheduled Castes and Scheduled Tribes are available in sufficient numbers ;

(c) what further steps Government propose to take to complete the prescribed quota, category-wise, for Scheduled Castes and Scheduled Tribes employees ;

(d) whether Government will consider to keep reserved quota in promotions for Scheduled Castes and Scheduled Tribes employees ; and

(e) Percentage of Scheduled Castes and Scheduled Tribes employees, category-wise, separately in all the Divisions of the Western Railway ?

THE MINISTER OF RAILWAYS  
(DR. RAM SUBHAG SINGH) : (a) to

(d). A statement is laid on the Table of the Sabha. [Placed in Library. See No. LT-280/68]

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

#### Manufacture of Automobiles

\*409. SHRI BABURAO PATEL : will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government propose to license new units for automobile manufacture seeing that the present units neither reduce the cost of the cars nor improve the quality of the cars; and if so, when;

(b) the salient particulars of the cost, capacity and description of the expected cars with names of manufactures; and

(c) reasons why automobile manufacture should not be declared an open market industry to foster healthy competition and permit all comers to manufacture cars in the country subject to certain foreign exchange restrictions ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) and (b). Government feel that the only way to produce a quality car at a reasonably low price is to set up one big unit with a capacity of at least 50,000 nos. per annum. Such a project is under the consideration of Government. It is not proposed to license a number of units.

(c) Government do not feel that the objective of a quality car at a reasonably low price will be achieved by declaring automobile manufacture an open market industry, on the lines indicated in the Question. In their considered opinion, this objective is capable of achievement only on the basis of organising manufacture in one sufficiently big economic unit with modern lines of production, taking into account all other relevant considerations including cost, foreign exchange components etc.

### Recession in Industry

- \*410. SHRI SHRI CHAND GOYAL :  
SHRI HARDYAL DEVGUN :  
SHRI D. C SHARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the extent to which Government have been able to overcome the recession in industries which started last year, and

(b) the steps taken or proposed to be taken by Government to boost up the industries ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) The industrial output in the country showed distinct signs of recovery towards the end of 1968. The general index of Industrial Production with 1960=100 increased from 151 in 1967 to 161 during the 3rd quarter of 1968, thus recording a rise of 6.7 per cent. The engineering industry which was affected more due to the recessionary trends, also showed an appreciable improvement during the year 1968-69. The production during 1968 in the engineering industry recorded a rise of 4.8 per cent as compared to the year 1967. It is expected that as a result of the various measures being taken, industrial production will improve further.

(b) The more important steps taken for mitigating the effects of recession include the review of various developmental programmes with a view to reviving the demand of capital goods to the extent possible; encouraging diversification in the manufacturing programme of the affected industries; emphasis on the development of regular export markets through stronger marketing structures both for the public and private sectors; banning of imports to the extent the indigenous capacity could meet the requirements; taking of selective credit measures for reviving home demand for engineering products; efforts by the concerned authorities to maintain uninterrupted power supplies to the extent possible; progressive deicensing of a number of industries; removal of bottlenecks and grant of incentives as far as

practicable with a view to increasing the capability for export and thereby offsetting the effect of fall in domestic demand as much as possible, and holding of dialogues between project authorities on the one hand and all likely manufactureres on the other, in order to ensure that no plant, machinery and equipment which could be got manufactured in the country, is allowed to be imported.

### M/s. Bharat Barrel and Drum Manufacturing Co.

\*411. SHRI S. M. BANERJEE : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 715 on the 27th August, 1968 and state :

(a) whether it is a fact that Bitumen Drum Plant of M/s. Bharat Barrel and Drum Mfg., Co., (Pvt.) Ltd. was inspected by an officer of DGTD sometime in 1964 to assess its capacity;

(b) if so, what was the capacity assessed by the officer;

(c) whether Government have since informed the assessed capacity of their Bitumen Drum Plant to the firm and the Joint Plant Committee,

(d) if not, the reasons thereof; and

(e) whether Government would lay on the Table of the House a copy of the assessment report of their said Bitumen Drum Plant ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F.A. AHMED) : (a) to (d). As already explained in reply to parts (c) and (d) of the Lok Sabha Unstarred Question No. 1652 on the 30th July, 1968, the licensed capacity of this Company for the manufacture of Bitumen Drums is 7,84,000 Nos. per annum on single shift. An inspection of their factory for the purpose of assessment of capacity of their Bitumen Drum Plant was made in 1964, but the findings in respect of the assessment have not been considered for acceptance, as in the meantime, the report of technical officers arising out of the general assessment made during 1965 in respect to the manufacture of oil barrels was received, and certain