

**Recruitment in Asansol Division,  
Eastern Railway**

2693. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the procedure laid down in the case of recruitment in various categories of employees in Asansol Division, Eastern Railway;

(b) what minimum qualification is required for the post of Commercial Clerks, Trains Clerks, Ticket Collectors and Guards etc.; and

(c) whether there is any variation in qualification in the case of recruitment in the above categories after 28th May, 1977 in some cases of recruitment in Asansol Division, if so, why?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Direct recruitment to Class III is normally through the Railway Service Commissions. The General Managers of the Railways are, however, empowered to make a few appointments (i) on compassionate grounds, (ii) of sportsmen and (iii) of Scheduled Caste/Scheduled Tribe candidates against the shortfall in vacancies reserved for them.

Class IV vacancies are filled by screening casual labour/substitutes.

(b) Matriculation or equivalent.

(c) No.

**Withholding issue of Industrial Licences to Foreign Drug Companies**

2694. SHRI O. P. TYAGI: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have taken a decision to withhold issue of industrial licences reportedly approved by licencing Committee to foreign drug manufacturing companies in view of the recommendations of the Hathi Committee;

(b) if so, the foreign companies involved, the licences values, the items etc.; and

(c) whether these items are being licensed to Indian manufacturers, if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). As a prelude to the issue of Industrial Licence to the drug manufacturing companies, a Letter of Intent is issued, subject to certain conditions, after obtaining the recommendations of the Licensing Committee/Licensing-cum-MRTP Committee. The Letter of Intent is converted into an Industrial Licence after the party fulfils/accepts all the conditions of the Letter of Intent to the satisfaction of Government.

A Statement showing the details of Letters of Intent granted to foreign companies where they have applied for conversion of the same into Industrial Licences after accepting/fulfilling all the prescribed conditions is attached.

A decision has been taken to withhold the conversion of these Letters of Intent into Industrial Licences, which shall be final approvals of Government, till Government takes a decision on the Hathi Committee's recommendations.

(c) During the course of last 2 years, only four Indian companies viz. Unique Pharmaceutical, M/s. E.I.D. Parry, M/s. Mac Lab. and Shri R. A. Sikaria have applied for grant of licence for the manufacture of bulk drug namely Chloramphenicol (one of the items figuring in the enclosed Statement) and their proposals have been approved. As regards other items listed in the Statement, no Indian party has applied for licence to manufacture these items.

## Statement

S. No.	Name of the Company	Item of manufacture & annual capacity.	Estimated Ex-factory value.
1	2	3	4
1.	M/s. Boehringer Knoll Ltd.	Chloramphenicol (from 30 tonnes to 60 tonnes)	Rs. 200 lakhs.
2.	Do.	Phenformin Hcl—1 tonne	Rs. 5 lakhs.
3.	M/s. Suhrid-Geigy Ltd.	Parazoledin tablets—240 lakh Nos.	Rs. 35.2 lakhs.
4.	Do.	Imipramine & its salts—3000 kgs.	Rs. 37.86 lakhs.
5.	Do.	Carbamizapine (From 1200 kgs. to 5000 kgs.)	Rs. 77.35 lakhs.

## Track Modernisation

## Statement

2695. DR. P. V. PERIASAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the trunk routes taken up under intensive programme of track modernisation; and

(b) the salient features of the scheme in this regard and the estimated cost of the master plan for modernising track structure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A list of trunk routes included in track modernisation programme is enclosed.

(b) The salient features of Track Modernisation are use of heavier rails, welding of rail joints, laying of concrete sleepers and elastic fastenings, increase of sleeper density and ballast cushion, tie-tempering by mechanical methods, monitoring of Permanent Way by Track Recording and Oscillograph Cars for an accurate and objective assessment of track parameters Ultrasonic detection of rails for hidden flaws, improved methods of track maintenance etc. etc. About 14,000 Kms. of track is earmarked for such modernisation in the Railway Corporate Plan at an approximate cost of Rs. 750 crores.

List of track routes proposed to be adopted for track modernisation.

- (i) New Delhi to Howrah.
- (ii) New Delhi to Bombay Central by Frontier Mail route.
- (iii) New Delhi to Madras Central by Grand Trunk route.
- (iv) Howrah—Nagpur—Bombay V.T.
- (v) Allahabad—Jabalpur.
- (vi) Itarsi—Bhusawal.
- (vii) Kalyan—Pune—Dhond—Wadi—Secunderabad—Kazipet.
- (viii) Kharagpur—Waltair—Bezwada.
- (ix) Wadi—Raichur—Arkonam—Madras Central.
- (x) Howrah—Bandel—Burdwan.
- (xi) Khanna—Barharwa over the Farakka Bridge—Malda Town Barsoi—New Jalpaiguri.
- (xii) Sitarampur—Madhupur—Kiul—Patna—Mughalsarai.
- (xiii) Kiul—Sahibganj—Barharwa.
- (xiv) Delhi—Ambala Cantt.—Kalka.
- (xv) Ambala Cantt.—Ludhiana—Pathankot.
- (xvi) Ambala Cantt.—Moradabad—Lucknow—Pratapgarh—Mughalsarai.
- (xvii) Arkonam—Katpadi—Jalparpet—Saleem—Erode—Coimbatore.
- (xviii) Baroda—Ahmedabad.
- (xix) Jalarpet—Bangalore