

समिति की सिफारिशों पर किये गये निर्णय शीघ्र ही घोषित किये जाने वाले हैं। उनके आधार पर नये लाइसेन्स देने के सम्बन्ध में विचार किया जायेगा।

(ग) 97।

(घ) दिये गये लाइसेन्सों की संख्या—3
(व्यावसायिक प्रशिक्षण देने के लिये) विचारा-
धीन आवेदन पत्रों की संख्या—94

Wheel Gaugers and Repackers on Railways

1682. **Shrimati Renu Chakravarty:**
Shri Yashpal Singh:

Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to redesignate wheel gaugers, repackers and riveters as skilled and paid accordingly;

(b) whether their work is similar to that of fitters involving similar responsibilities;

(c) whether they have to pass both oral and practical examinations after proper Trade Tests on the same lines and more or less or same syllabus as for fitters; and

(d) if so, the reasons for keeping them as unskilled?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) No. Some posts of Riveters are in skilled grade.

(b) No.

(c) They have to pass Standard Trade Tests based on the syllabus prescribed for each trade in semi-skilled grade and not those prescribed for fitters who are in the skilled grade.

(d) The question does not arise as they are not treated as unskilled.

Railway Development Programme

1683. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to state:

(a) whether the decision to slow down the development programmes, of Railways has hit a wide range of engineering and steel industries in the country, particularly because it comes at a time when demand on these industries is otherwise flagging;

(b) if so, whether the Railways have reviewed their decision in this context; and

(c) how far the current demand on these industries falls short of their production capacity?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) to (c). Yes, to some extent; but the decision of the Railways to slow down their investment programme has to be seen in the context of the general economic and industrial growth in the country, as also the difficult ways and means position of the Government as a whole. It should, however, be possible for the concerned spheres in the various industries to seek export and other non-railway outlets to tide over the situation to the maximum extent possible. The wagon building industry has already made a good beginning in this respect.

Scooter Factory at Jaunpur (U.P.)

1684. **Shri Rajdeo Singh:** Will the Minister of Industry be pleased to state:

(a) whether Government have received a scheme for the setting up of a scooter factory at Jaunpur with 100 per cent indigenous components;

(b) if so, when the same was received and when it is likely to be finalised; and

(c) whether any consideration will be given to locate the factory in the backward areas like Eastern U.P.?

The Minister of Industry (Shri D. Sanjivayya): (a) (c). Two schemes have been received from private parties for the establishment of new undertakings at Jaunpur in Eastern U.P. for the manufacture of Scooters/Autocycles. One of the schemes envisages an indigenous content of 82 per cent. to start with, and reaching 100 per cent. during the fourth year. According to the second scheme, indigenous content would be 90 per cent. in the beginning and would go upto 100 per cent. within 5 years of operation. The two schemes are under consideration along with a number of similar schemes received from other parties.

All aspects that are generally taken into consideration in licensing industrial undertakings will be considered in this case also.

सेवा निवृत्त रेलवे कर्मचारियों को पेंशन लाभ

1685. श्री मधु लिमये : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को ऐसे रेलवे कर्मचारियों को पेंशन देने के बारे में कोई अभ्यावेदन प्राप्त हुआ है जो 1947 से 1957 की अवधि में सेवानिवृत्त हो गये हैं ; और

(ख) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

रेलवे मन्त्रालय में राज्य-मन्त्री (डा० राम सुभग सिंह) : (क) जी हां ।

(ख) इस आशय की प्रार्थना पर कि जो रेल कर्मचारी 1-4-1957 से पहले सेवानिवृत्त हो चुके हैं उन पर पेंशन योजना लागू की जाये, सरकार ने अनेक बार अच्छी तरह से विचार किया है और सरकार इस निष्कर्ष पर पहुंची है कि इसे स्वीकार नहीं किया जा सकता ।

Powers of General Managers of Steel Plants in Public Sector.

1686. Shri P. C. Borooah:
Shri Kolla Venkalan:

Will the Minister of Iron and Steel

be pleased to state:

(a) whether there is a proposal to withdraw the special powers of the General Managers of the public sector steel plants regarding recruitment and promotion of staff and purchases;

(b) if so, what are the special powers and how far they are proposed to be curtailed; and

(c) the circumstances in which withdrawal of powers has been necessitated?

The Minister of Iron and Steel (Shri T. N. Singh): (a) No, Sir.

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

Accident at Khalilabad North Eastern Railway

1687. Shri Ram Harkh Yadav:
Shri P. C. Borooah:
Shri Vishwa Nath Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that about eight persons were knocked down by a passenger train at Khalilabad on the North Eastern Railway at night on or about the 31st January, 1966;

(b) if so, the causes of the accident and the actual number of persons killed; and

(c) Government's reaction thereto?

The Deputy Minister in the Ministry of Railways (Shri Sham Nath): (a) to (c). The accident occurred on 31st January, 1966. Nine persons were knocked down by Passenger train No. 30 Down and sustained injuries. Of these, 3 succumbed to their injuries subsequently in hospital.

Sub-Divisional Magistrate, Khalilabad conducted an enquiry into this accident and his report has not yet been received.

Hospet Steel Plant

1688. Shri Linga Reddy: Will the Minister of Iron and Steel be pleased to state: