

(d) names and status of other social organisation personnel who are issued with free Railway Passes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):
(a) Yes, Sir.

(b) Shri Mahendra Nath, Convenor. The complimentary card Pass has been issued to the Organisation as they work for the emancipation, welfare and economic development of backward classes, Harijans, Adivasis and economically weaker sections of the society, which is in the national interest.

(c) No, Sir.

(d) A statement is laid on the Table of the Sabha [Placed in library. See No. L1—9487/75.]

Improvement made in Recruitment and Promotion of SC/ST in Railway Services

*746. SHRI P. M. SAYEED: Will the Minister of RAILWAYS be pleased to state:

(a) what improvement has been made regarding recruitment and promotion of Scheduled Castes and Scheduled Tribes in various Railway Services, zone-wise and category-wise, since formation of Reservation Cell in Railway Board; and

(b) number of specific grievances lodged during the last year by (i) All India Scheduled Caste and Scheduled Tribe Government Employees Co-ordination Council, Calcutta and (ii) other Scheduled Caste/Tribe Association and how many of them have been redressed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Two Half Yearly Reports on the progress made in the intake of Scheduled Castes and Scheduled Tribes on the Railways for the half years ending 30-9-1973 and 31-3-1974 have already been submitted to Parliament and copies thereof are also available in Parliament Library. The Report for the half year ending 30-9-1974 is likely to be submitted shortly.

(b) The All India Scheduled Caste and Scheduled Tribe Government Employees Co-ordination Council, Calcutta is an unrecognised body. No separate statistics are maintained on the Railways of the references received from that Council and similar other unrecognised bodies.

Decision to restrict production of Rock Phosphate at Jhamar Kotra

*747. SHRI HEMENDRA SINGH BANERA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether his Ministry had decided to restrict the production of Rock Phosphate at Jhamar Kotra to 500,000 tonnes in 1975-76; if so, the reasons for it;

(b) whether because of this decision the undertaking is not keen on taking early delivery of the heavy earth moving equipments it has ordered for doubling the output; and

(c) whether besides the additional employment opportunity having been blocked, the State Government will be put to heavy losses, if so, whether Government propose to reconsider the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) No, Sir. The mining programme drawn up by the Rajasthan State Mines and Minerals Limited envisages a production of only five lakh tonnes of rock phosphate during 1975-76.

(b) and (c) Do not arise.

Impact of Increase in Price of Crude Oil in Production of Chemicals

*748. SHRI P. GANGADEB: SHRI ANADI CHARAN DAS:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any estimate has been made of the effect on price increase in crude oil on the cost of production of chemicals, fertilizers and other petrochemical products;

(b) if so, the broad outlines thereof; and

(c) steps taken by Government in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI K. D. MALVIYA) : (a) to (c) The steep increases in the price of crude oil during 1973 and 1974 resulted in price increases in the various petroleum products used for the production of fertilizers, petro-chemicals and some chemicals. While nitrogenous fertilizer prices are statutorily controlled, the prices of various petrochemicals are not controlled. The controlled prices of undermentioned fertilizers prior to and from 1st June 1974 were as follows :—

	Before 1-6-1974	From 1-6-1974
	(Rs./MT)	
Urea	1,050	2,000
Ammonium Sulphate.	590	935
		(For 50 Kg bagging)
Calcium ammonium nitrate (23% N)	615	1,035

The prices of the important building blocks in the petrochemicals sector before and after the increase in the price of naphtha were as follows :—

	(Rs./MT)	
	February 1974	April 1974
Ethylene	1,650	2,067
Propylene	2,000	3,305
Butadiene	2,400	3,763
Benzene	1,471	2,919

No detailed information is available about prices of chemicals, directly attributable to increase in the cost of crude oil.

Special Family Courts to deal with Judicial separation and Divorce Petitions

*749. **SHRI SAT PAL KAPUR :** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether the Law Commission has suggested special "family courts" to deal with matters like judicial separation and divorce petitions; and

(b) if so, the decision taken by Government in this respect?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) : (a) Yes, Sir.

(b) Constitution and organisation of Courts other than the Supreme Court and the High Courts is the concern of the State Governments to whom the 59th Report of the Law Commission on the Hindu Marriage Act, 1955, and the Special Marriage Act, 1954, has been sent. Provision for suits relating to matters concerning the family has been made in the proposed order XXXII A in the C.P.C. (Amendment) Bill presently before a Joint Committee.

Dieselisation plan for Central Railway

7078. **SHRI B. DHAMANKAR :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have decided on the dieselisation plan of Central Railway; and

(b) if so, broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) and (b) The Policy of the Government is to progressively dieselise freight and passenger services on saturated trunk routes with a view to speeding up the movements and thereby improve the throughput across these routes. Preference has also been accorded to railways which are far away from the coalfields. However, due to limited availability of diesel locomotives, priority in allocation has been given to freight movements. After meeting the requirements of essential freight traffic, the available locomotives are selectively utilised to dieselise over-crowded long distance mail/express trains.

No far, Central Railway has been allotted 224 B.G. main line diesels besides 55 diesel shunters thereby enabling considerable dieselisation of