

Integral Coach Factory, Madras, Diesel Locomotive Works, Varanasi and Railway Repair Workshops.

The Incentive Scheme was designed to offer direct financial incentive to workers who exceeded a minimum level of performance which was pre-determined by systematic work measurement.

It was expected that the staff achieving the standard level of performance would earn 33-1/3 per cent bonus and those performing still better would earn upto 50 per cent bonus.

The Incentive Scheme has proved helpful both to the workers and the Railway Administration. During the quarter ending March 1978( workers do Chittaranjan Locomotive Works and the Diesel Locomotive Works earned an average of 47 per cent Incentive Bonus. The workers of Integral Coach Factory earned 48.76 per cent Incentive Bonus during the same quarter.

#### **Inadequate representation of the Scheduled Castes and Scheduled Tribes on the Higher Judicial Service**

\* 1964. SHRI PRANAB CHATTERJEE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that through a D.O. No. 31/58/75095, dated the 21st October, 1975, addressed to all the Chief Justices of the High Courts, the then Law Minister expressed concern regarding inadequate representation of the Scheduled Castes and Scheduled Tribes on the Higher Judicial Service and requested the Chief Justices to adopt the respective State or Central Government rules in order to take effective steps to provide for reservation for the Scheduled Castes and Scheduled Tribes; and

(b) if so, what steps have been taken by the various High Courts in this regard and how many persons belonging to the Scheduled Castes and

Scheduled Tribes have been appointed in various High Courts since receipt of the aforesaid letter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) With his letter dated 21st October, 1975 to the Chief Justices of the High Courts the then Minister of Law, Justice and Company Affairs had requested the High Courts to consider taking necessary effective steps to provide for reservation for Scheduled Castes and Scheduled Tribes in the services under them. This request did not pertain to appointments of High Court Judges but only to services under the High Courts.

(b) The required information in relation to services under the High Courts is being collected and will be laid on the Table of the House.

#### **Conversion work on the Manmad-Mudkhed Metre-gauge railway line**

\* 1965. SHRI GOVINDRAO RAMCHANDRA MHAISEKAR: Will the Minister of RAILWAYS be pleased to state whether Government have decided to speed up the work for the conversion of Mandad-Mudkhed metre-gauge railway line during the current year; if so, what are the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): Conversion of Manmad-Parbhani/Purli Vainath is an approved work. Final Location Survey for the project has been completed. It has been decided to take up the Manmad-Aurangabad section in the first phase, during 1978-79, and outlay of Rs. 25 lakhs has been provided for this purpose.

Survey for the conversion of Parbhani-Mudkhed section has been carried out at the cost of the Maharashtra State Government and the survey reports are under examination,