

actually attended the screening. From among the staff so screened, 124 persons have already been appointed. The appointment of the remaining staff is being processed. The staff of Howrah-Amta and Howrah-Sheakhala Light Railways were to be offered employment on the Eastern and South Eastern Railways. There is vehement opposition to this from the staff unions of the Eastern and South Eastern Railways due to which it has not been possible to progress their appointment. The resolution of this situation is under examination to see how these staff can be offered employment on Government Railways at an early date.

(d) The concerned State Governments have already put in additional buses in the areas served by these Railways. They will also, no doubt, augment these further, as required.]

#### CLOSURE OF SEN RALEIGH LTD.

45. SHRI BALACHANDRA MENON : Will the Minister of INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मंत्री be pleased to state :

(a) whether Government are aware that one of the biggest bicycle manufacturing companies of India, Sen Raleigh Ltd. at Asansol, Kalyani and Calcutta have been closed down recently;

(b) whether any cost studies of production of bicycles by this Company has been

conducted by Government; if so, the details thereof; if no cost studies have been conducted what are the reasons therefor;

(c) what is the ratio of overheads to the total cost in this company; and

(d) whether Government are aware that the ratio of overheads to the total cost of this company is very high which is one of the main factors of the financial difficulties?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT/औद्योगिक विकास मंत्रालय में राज्य मंत्री (SHRI GHANSHYAM OZA) : (a) It is reported in the press that the factory at Asansol has been closed. Precise information is, however, being ascertained from the State Government.

(b) A study of the cost of manufacture of two types of cycles manufactured by M/s Sen Raleigh Ltd., was conducted by Government in 1965. Details are given in the attached statement. (see below).

(c) *Raleigh cycles*—31.55% on total ex-works cost and 33.34% on f.o.r. destination cost. *Robinhood cycles*—31.57% on total ex-works cost and 33.34% on f.o.r. destination cost.

(d) High overheads ratio to the total cost need not necessarily be the main factor causing financial difficulties.

#### STATEMENT

#### SEN RALEIGH LIMITED

Statement showing the total cost of Bicycles (f. o. r. destination) during the year ended 30-9-1964.

	Raleigh		Robinhood	
	Rs./cycle	Percent to Total cost	Rs./cycle	Percent to Total cost
Materials . . . . .	98.35	64.14	98.47	64.11
Direct wages . . . . .	6.61	4.31	6.64	4.32
Overheads exclusive of freight and insurance	48.36	31.55	48.47	31.57
<b>TOTAL ex-works cost . . . . .</b>	<b>153.32</b>	<b>100.00</b>	<b>153.58</b>	<b>100.00</b>
<b>Insurance and freight . . . . .</b>	<b>4.14</b>		<b>4.10</b>	
<b>TOTAL cost f.o.r. destination . . . . .</b>	<b>157.46</b>		<b>157.68</b>	