

(vi) security arrangements are also given due attention. The measures taken include provision of protective walls and better lighting, posting of R.P.F. personnel in goods sheds and yards.]

#### SUPPLY OF TYRES

994. SHRI K. SUNDARAM: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether the Automobile Manufacturers have complained to the Union Government about the inadequate supply of tyres for original equipment; and

(b) if so, what action has been taken in the matter?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) Yes, Sir.

(b) Meetings of the various tyre manufacturers were convened recently and it was impressed upon them to take all possible measures to step up the production of the various categories of tyres to the maximum extent so that the production of vehicles is not adversely affected for want of adequate supplies of tyres.

#### QUALITY CONTROL AND PRE-SHIPMENT INSPECTION OF COMMODITIES FOR EXPORTS

995. SHRI K. SUNDARAM: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government have decided to bring exports of foot-wear, paints and allied chemicals under compulsory quality control and pre-shipment inspection scheme with effect from September, 1967; and

(b) what are the other commodities proposed to be brought under compul-

sory quality control by the Government?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) During the current year it is proposed to bring Bicycles and accessories, Sewing Machines, Electric Fans, Small tools and hand tools, Power Driven Pumps, Diesel Engines, Automobile spares components and ancillaries, Expanded metals, Steel Trunks, Stainless steel utensils, Jute sacking cloth and Dried Fish under the scheme.

बख्तियार-बिहारशरीफ लाइट रेलवे के स्टेशन मास्टर का सेवा से हटाया जाना और उसको मिलने वाली रकम का भुगतान न किया जाना

996. श्री रेवती कान्त सिन्हा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि जब 1962 में बख्तियार-बिहारशरीफ लाइट रेलवे का प्रबंध सरकार ने अपने हाथ में लिया था तब उक्त लाइट रेलवे के सभी कर्मचारियों को पूर्वी रेलवे की सेवा में रख लिया गया था, किन्तु बख्तियारपुर के स्टेशन मास्टर श्री मिश्रीलाल को सेवा से हटा दिया गया था;

(ख) क्या यह भी सच है कि श्री मिश्रीलाल को उनके भविष्य निधि और सेवाकाल के बोनस के रूपों का अभी तक भुगतान नहीं किया गया है; और

(ग) यदि उपरोक्त भाग (क) तथा (ख) का उत्तर हाँ हो, तो श्री मिश्रीलाल को सेवा से हटाने और उनके रूपों का अभी तक भुगतान न करने के क्या कारण हैं तथा उनको कब तक रूपों का भुगतान कर दिया जायेगा ?

†[TERMINATION OF SERVICES OF STATION MASTER OF BAKHTIYAR—BIHARSHARIF LIGHT RAILWAY AND NON-PAYMENT OF DUES TO HIM

996. SHRI REWATI KANT SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that when the management of Bakhtiyar-Bihar-sharif Light Railway was taken over by Government in 1962 all the employees of the said Light Railway were absorbed in the Eastern Railway but the services of Shri Mishrilal, Station Master of Bakhtiyarpur were terminated;

(b) whether it is also a fact that the amount of Provident Fund and Bonus for the period of services have not so far been paid to Shri Mishrilal; and

(c) if the answer to parts (a) and (b) above be in affirmative, what are the reasons for the termination of Shri Mishrilal's services and non-payment of his dues till now and when the payments will be made to him?]

रेल मंत्री (श्री सी० एम० पुनाचा) :

(क) (i) जी नहीं। बख्तियारपुर-बिहार लाइट रेलवे बिहार सरकार द्वारा बन्द की गयी थी और उसके जो कर्मचारी 1 जनवरी, 1962 को 50 वर्ष से कम आयु के थे और शारीरिक दृष्टि से सक्षम और अन्यथा उपयुक्त थे, उनकी नयी नियुक्ति के लिए पूर्व और पूर्वोत्तर रेलों द्वारा विचार किया गया। बख्तियारपुर-बिहार लाइट रेलवे के लोको और इंजीनियरिंग विभागों के केवल तकनीकी कर्मचारियों के मामले में 50 वर्ष की आयु-सीमा में छूट दी गयी। श्री मिश्रीलाल और अन्य कर्मचारी जो 1 जनवरी, 1962 को 50 वर्ष की आयु से अधिक के थे और जो लोको या इंजीनियरिंग विभाग के नहीं थे, वे इसमें पात्र नहीं थे; (ii) बख्तियारपुर-बिहार लाइट रेलवे के कर्मचारी बिहार राज्य

सरकार के कर्मचारी थे। अतः पूर्व रेलवे द्वारा श्री मिश्रीलाल की नौकरी खत्म करने का मवाल नहीं उठता।

(ख) और (ग) मवाल नहीं उठता।

†[THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) (i) No. Bakhtiar-pur-Bihar Light Railway was closed down by Government of Bihar and such of the employees of the Light Railway as were below the age of 50, on 1st January 1962, and were found physically fit and otherwise suitable were considered for fresh appointment on the Eastern and North Eastern Railways. A relaxation of the age limit of 50 made only in the case of technical staff of Loco and Engineering Departments of the Bakhtiar-pur-Bihar Light Railway. Shri Mishrilal and others who were above the age of 50, on 1st January, 1962 and did not belong to either of these two Departments were not eligible.

(ii) The staff of Bakhtiar-pur-Bihar Light Railway were the employees of State Government of Bihar. Accordingly the question of the services of Shri Mishrilal having been terminated by the Eastern Railway, does not arise.

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

PROMOTION OF CLASS II OFFICERS OF T.T.C.D. GROUP

997. SHRI A. C. GILBERT: Will the Minister of RAILWAYS be pleased to state:

(a) whether any quota has been fixed for departmentally promoted Class II officers of T.T.C.D. Group on the Indian Railways for promotion to Class I posts;

(b) the number of Class II officers in T.T.C.D. Group promoted to Class I posts during the last five years on the South Eastern, Northern and Eastern Railways against the number of posts available for such promotions on each Railway;