

to scrutinise these demands and whether any priority has been fixed for spare parts for the existing projects in preference to new ones?

SHRI MANUBHAI SHAH: Yes, generally we give preference to existing projects and among them too, priority industries first and non-priority industries later.

श्री रामकुमार भुवालका : क्या माननीय मंत्री जी यह बतलायेंगे कि स्पेयर पार्ट्स की कोई इन्डस्ट्री बन्द हो गई है ?

श्री मनुभाई शाह : मेरे नोटिस में नहीं पाई है ।

केन्द्रीय जांच ब्यूरो द्वारा रेलवे स्टेशनों पर छापा मारा जाना

\*492. श्री महाबीर दास : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 27 और 28 अगस्त, 1966 को केन्द्रीय जांच ब्यूरो ने कुछ रेलवे स्टेशनों पर छापे मारे और अनेक अनियमितताओं और भ्रष्टाचार के कार्यों का पता लगाया; और

(ख) यदि हां, तो किन किन स्टेशनों पर छापे मारे गये, किन किन कार्यों में भ्रष्टाचार या अनियमिततायें पाई गईं और इस सम्बन्ध में कितने कर्मचारी पकड़े गये ?

†[CBI RAID ON RAILWAY STATIONS

\*492. SHRI MAHABIR DASS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Central Bureau of Investigation raided certain Railway Stations on 27th and 28th August, 1966 and detected a number of irregularities and acts of corruption; and

(b) if so, the names of the stations raided, the details of the acts in which corruption and irregularities were found and the number of employees arrested in this connection?]

रेल मंत्रालय में राज्य मंत्री (डा० राम सुभग सिंह): (क) और (ख) केन्द्रीय जांच ब्यूरो ने 27 और 28 अगस्त, 1966 को किसी रेलवे स्टेशन पर छापा नहीं मारा था । लेकिन, ब्यूरो के अधिकारियों ने 27-8-66 को मध्य रेलवे के चन्द्रपुर स्टेशन के माल गोदाम में अचानक जांच की । जांच से भ्रष्टाचार के किसी मामले या अनियमित कार्य का पता नहीं चला और कोई गिरफ्तारी नहीं की गयी ।

†[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) and (b) The Central Bureau of Investigation did not raid any Railway Station on 27th and 28th August, 1966. However, on 27th August, 1966 their officials conducted a surprise check at the Goods Shed at Chandrapur Station on Central Railway. The check did not reveal any case of corruption or any act of irregularity and no arrests were made.]

ALLOTMENT OF SCOOTERS ON PRIORITY BASIS

\*493. SHRI P. K. KUMARAN: †  
SHRI A. P. CHATTERJEE:  
SHRI J. VENKATAPPA:  
SHRI LOKANATH MISRA:  
SHRI R. S. KHANDEKAR:  
SHRI V. M. CHORDIA:  
SHRI B. N. MANDAL:  
SHRI M. V. BHADRAM:

Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that for the purpose of allotment of scooters]

†[ ] English translation.

†The question was actually asked on the floor of the House by Shri P. K. Kumaran.

motor-cycles on priority basis from the Central Government quota, Government have removed the restriction regarding distance limit of more than 5 K.M.;

(b) if so, whether it is also a fact that applications rejected or withheld in the past because of non-compliance with the above condition have also been allowed to be renewed; and

(c) if so, the reasons for the above relaxation and its effect on the priority of persons already kept on the waiting-list and the number of persons affected due to revision of these orders?

THE MINISTER OF STATE IN  
THE MINISTRY OF INDUSTRY  
(SHRI BIBUDHENDRA MISRA):

(a) and (b) Yes, Madam.

(c) It had been the experience that this restriction was not practicable to enforce as the officers were liable to be transferred from one place to another and from one office to another. It was also not possible for either the Ministry of Industry or for the administrative Ministry to verify the actual distance between the residence and the office of the applicant. Officers also changed their residence from time to time. Furthermore, an officer did not buy a vehicle exclusively for use between his office and residence

Following the relaxation of the restriction under reference, about 1500 additional applications have been received out of which 150 applications have been included retrospectively.

SHRI P. K. KUMARAN: Madam, when the distance limit of 5 K.M. is lifted new applications come in but there are already applications pending on a priority basis. What happens to the old applications; are they given priority or are these new applicants after the removal of the distance limit given priority?

SHRI BIBUDHENDRA MISRA: Madam, the answer to this requires a little bit of elaboration. This was

also the subject-matter of a half-an-hour discussion in the other House. The position is this. In the year 1965 when the Government decided in view of the large number of pending applications—about 17,712 of them—to have some guide-lines for their distribution—no rule was actually framed but certain guide-lines were laid down—it was decided that among other restrictions a pay limit of Rs. 500 should be enforced so as to reduce the number of applications. Later on as a result of demand in both the Houses and also some representations received, the pay limit was lowered to Rs. 350. When the pay limit was lowered to Rs. 350 all those people who had applied earlier but who were debarred because their pay was less than Rs. 500 were included in the list and given retrospective effect because their applications were actually pending when the guide-lines were framed. Similarly in this case also when the 5 K.M. rule has been abrogated 1500 additional applications have been received and 150 out of these 1500 applications are from those who were in the list earlier and they have been given retrospective effect.

SHRI MULKA GOVINDA REDDY:

There is a great demand for scooters and motor cycles. In view of that I would like to know whether the Government have decided to step up the capacity of the production of scooters and motor-cycles by expanding the existing units and licensing new units.

SHRI BIBUDHENDRA MISRA:

That is under consideration.

SHRI M. V. BHADRAM: May I know whether it is a fact that the applicants have been sanctioned scooters a second time while the applications of various other people are still pending in the list?

SHRI BIBUDHENDRA MISRA:

\* could not follow.

**THE DEPUTY CHAIRMAN:** Why a second time the applications were called for while the previous ones were still pending, that is perhaps what he wants to know.

**SHRI BIBUDHENDRA MISRA:** That I have explained.

**THE DEPUTY CHAIRMAN:** Yes; he has explained that.

**SHRI P. K. KUMARAN:** That is not the issue, Madam. There is a rule . . .

**THE DEPUTY CHAIRMAN:** All right; let Mr. Bhadram put his question again.

**SHRI M. V. BHADRAM:** The point is this. I have received a scooter once and again I have received another scooter a second time whereas there are many other applicants who have not received at all.

**THE DEPUTY CHAIRMAN:** You are very lucky; because you are a Member of Parliament. . . .

**SHRI M. V. BHADRAM:** I am not speaking about myself, I was just saying it as an illustration.

**SHRI P. K. KUMARAN:** Madam, I want a clarification.

**THE DEPUTY CHAIRMAN:** The Question Hour is over.

## WRITTEN ANSWERS TO QUESTIONS

### PROMOTION OF CIVIL ENGINEER AT BHILAI STEEL PLANT

\*470. **SHRI A. P. CHATTERJEE.** Will the Minister of IRON AND STEEL be pleased to state:

(a) whether it is a fact that a Civil Engineer has recently been promoted as General Superintendent (Steel Production) and whether another person with a diploma in Civil Engi-

neering has been promoted to the rank of Chief Superintendent, Rolling Mills (Production-Mechanical side) at the Bhilai Steel Plant; and

(b) if so, on what considerations these appointments have been made?

**THE MINISTER OF IRON AND STEEL (SHRI T. N. SINGH):** (a) and (b) The present General Superintendent of Bhilai was appointed to that post in April 1965. He is a Civil Engineer by qualification. He was appointed as General Superintendent having regard to his intimate experience of the Bhilai Steel Plant acquired over 11 years of which, for 4 years he was Chief Engineer (Construction) Incharge of the construction mainly of the 2.5 million tonne plant.

The present Chief Superintendent Rolling Mills in Bhilai was appointed to that post in February 1965. He holds a Diploma in Mechanical Engineering and was appointed to this post having regard to his seniority and record.

### MEETING OF AUTOMOBILE INDUSTRY REPRESENTATIVES

\*472. **SHRI B. N. MANDAL:** Will the Minister of INDUSTRY be pleased to state the outcome of the meeting held recently between him and representatives of automobile and ancillary industries, Minister of Supply, Technical Development and Materials Planning and Shri S. G. Barve Member Planning Commission?

**THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA):** A statement is laid on the Table of the Sabha.

### STATEMENT

A meeting of the Automobile and Ancillary manufacturers with Government was called by the Automobile Division of the Directorate General of Technical Development on the 4th and 5th October, 1966 to assess the progress made by individual units in indigenisation, import substitution, standardisation and ancillary develop-