

were to produce about 5,800 million yards. Actually it came to 5,100 million yards in the last year of the Second Five Year Plan. In order to make up this we thought we should license 25,000 powerlooms and initially we wanted to license 10,000. Now, we have made offers to several of these firms. Twentytwo of them were offered. Six of them did not accept it and sixteen of them have accepted it.

**श्री राम सहाय :** क्या मैं यह जान सकूंगा कि इसमें फारेन एक्सचेंज कितना खर्च हो सका है ?

**SHRI MANUBHAI SHAH:** About foreign exchange, most of the automatic looms are made in India, but there may be a draft of Rs. 1.5 crores on this account.

**SHRI DEOKINANDAN NARAYAN:** May I know whether it is a fact that when these automatic looms were allowed to be introduced and allotted to different mills it was said that the production of these automatic looms would be exported? May I know if that policy still persists or it has been changed?

**SHRI S. V. RAMASWAMY:** It is on that condition that these are being offered. It was said that they should export 75 per cent of the production. On that condition many were not forthcoming. Then, we reduced it to 50 per cent. On that basis about 16 persons have accepted it.

**श्री राम सहाय :** क्या इस बात की कोई जानकारी प्राप्त की गई है कि खादी प्रोडक्शन पर इसका क्या असर पड़ा ?

**श्री मनुभाई शाह :** खादी प्रोडक्शन पर कोई असर नहीं पड़ा क्योंकि खादी हैंडलूम पर चलती है, मिल लूम पर नहीं ।

**श्री विमलकुमार मन्नालालजी चौरड़िया :** क्या आटोमेटिक लूम्स को मिल सेक्टर में देने की व्यवस्था है या पावर लूम सेक्टर में देने की व्यवस्था है ?

**श्री मनुभाई शाह :** खाली मिल सेक्टर में ।

**COLOUR BLINDNESS IN DRIVERS AND FIREMEN AND ENGINE FAILURES DUE TO LOWER GRADE COAL**

**\*355. SHRI T. V. ANANDAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a majority of drivers and firemen working on steam locomotives on Indian Railways get colour blind due to use of lower grade coal;

(b) whether use of lower grade coal contributes to engine failures;

(c) whether any representation from the running staff was received in this behalf; and

(d) if so, the action taken in the matter?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH):** (a) No, Sir.

(b) Not always. If the coal used is much below the scheduled grade for the service, heavy time loss may occur leading to engine failures.

(c) No.

(d) Does not arise.

**SHRI T. V. ANANDAN:** Is it not a fact that the Chief Mechanical Engineers of Indian Railways have taken a policy decision that lower grade coal should not be used in steam locomotives?

**SHRI RAM SUBHAG SINGH:** This will be our policy. We do not want to use lower grade coal because that might create difficulties for our engines.

**SHRI T. V. ANANDAN:** Is it a fact that the steel and mines industry also approached the Railway Ministry to use lower grade coal in steam engines?

SHRI RAM SUBHAG SINGH: That might be their effort, but we will be guided by our efficiency considerations.

SHRI M. P. BHARGAVA: May I know, Sir, what grade of coal the Railways wish to use, because high grade coal is required for other purposes and they do not intend to use low grade coal?

SHRI RAM SUBHAG SINGH: If we start using lower grade coal, engines will not move. Scheduled loads, non I.R.S. engines. We have prescribed certain categories. For mail and express trains we use selected grade 'A' coal, for passenger and through goods services worked by selected grade 'B' coal and for all other purposes grade I.

SHRI I. K. GUJRAL: May I ask the hon. Minister if the Railways are undertaking any research on the briquetting of lower grade coal, so that it becomes available and useful as high grade coal for the Railways?

SHRI RAM SUBHAG SINGH: we shall take this into consideration.

#### INDUSTRIAL AID FROM U.K.

\*356. SHRI U. S. DUGAL: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether it is a fact that Mr. C. R. Wheeler had talks with him on the 20th October, 1964 regarding industrial aid from U.K.; and

(b) if so, what was the outcome of the talks?

THE MINISTER OF HEAVY ENGINEERING AND INDUSTRY IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI T. N. SINGH): (a) and (b) It is a fact that Mr. C. R. Wheeler met the Minister for Indus-

try recently. No specific issue regarding industrial aid from U.K. was discussed in this meeting.

SHRI A. D. MANI: May I ask the Minister what was discussed by him?

SHRI T. N. SINGH: Mr. C. R. Wheeler is the Chairman of the AEI, with whom we have collaboration arrangements regarding the Heavy Electricals plant at Bhopal. He came here to discuss problems of production at Bhopal.

SHRI AKBAR ALI KHAN: Did you discuss the other electrical projects such as the one at Hardwar and others?

SHRI T. N. SINGH: No, Sir. The Hardwar project is in collaboration with the Russians and there was no need for discussing that.

MR. CHAIRMAN: You mean you did not discuss anything in the matter. Next question.

\*357. [The questioner (Shri Surjit Singh Atwal) was absent. For answer, vide cols. 2284-85 infra].

\*358. [The questioner (Shri Jagat Narain) was absent. For answer, vide cols. 2285-86 infra].

#### PAY SCALES OF STENOGRAPHERS

\*359. { SHRI D. THENGARI:†  
SHRI G. K. KAPOOR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that despite the recommendations of the Second Pay Commission for determining the pay scales of stenographers on the status of the officers with whom they work, their pay scales in the Ministry and its subordinate offices, have been determined on the basis of the status of the offices where they work; and

(b) if so, the reasons therefor?

†The question was actually asked on the floor of the House by Shri D. Thengari.