

the difficulty, I cannot understand. If you have got any other question, you please ask.

DR. RAGHUBIR SINH: I am asking about what is being done about . . .

MR. DEPUTY CHAIRMAN: He has given you the answer.

DR. RAGHUBIR SINH: He has not given the answer.

MR. DEPUTY CHAIRMAN: If you cannot follow him, I am sorry; but he has given you the answer.

DR. RAGHUBIR SINH: My question is this. Some persons have been appointed against reserved permanent posts and they are temporary all this time. What I want to know is what steps are being taken about them. It may be likely that as many as eight officers ...

MR. DEPUTY CHAIRMAN: You are again repeating the question, Dr. Raghubir Sinh.

श्री पी० एन० राजभोज : मंत्री महोदय से मैं यह पूछना चाहता हूँ कि इनमें अनुसूचित जातियों के कितने लोग हैं और वे टेम्पोररी क्यों हैं?

डा० पी० एस० देशमुख : जैसा कि इस जवाब में बतलाया गया है, जो टेम्पोररी एम्पाइंटमेंट्स हैं उनको परमानेंट करने में काफी वक्त लगता है क्योंकि कई मिनिस्ट्रियों से इसके लिये पूछताछ करनी पड़ती है। जो आपने यह पूछा है कि शेड्यूल्ड कास्ट के कितने लोग हैं तो उनके लिये इसमें रिजर्वेशन तो है मगर कितने लोग एम्पाइंट हुए यह मैं नहीं कह सकता। हाँ, मेरे पास यह इन्फार्मेशन है कि कितनी वैकेंसीज हैं। शेड्यूल्ड कास्ट की काफी वैकेंसीज हैं।

श्री पी० एन० राजभोज : कृपा कर के यह बताइये कि कितने एम्पाइंटमेंट किये हैं ?

56 R.S.D.—2.

DR. P. S. DESHMUKH: I must ask for notice.

DR. RAGHUBIR SINH: May I know if it is not correct that according to the statement itself there is no officer appointed from the Scheduled Castes or Scheduled Tribes against the posts that have been reserved for Scheduled Castes and Scheduled Tribes?

DR. P. S. DESHMUKH: If that is the inference that my hon. friend draws from the statement, he is welcome to do so but I have not got specific information about how many are actually in service.

SALE OF STEEL SCRAP BY RAILWAYS

*564. DR. RAGHUBIR SINH: Will the Minister of RAILWAYS be pleased to state:

(a) from which date the sale of steel scrap by the Railway authorities has been banned;

(b) what was the approximate weight of the steel scrap which was thus sold by the Railway authorities during each of the years 1954-55, 1955-56 and 1956-57;

(c) what was the approximate sale value of the steel scrap during each of these years; and

(d) how the Railway Board propose to utilise the steel scrap thus retained by the Railways?

THE MINISTER OF RAILWAYS (SHRI JAGJIVAN RAM): (a) 29-3-1957.

(b) Year	Quantity (Tons)
1954-55	83,363
1955-56	1,02,788
1956-57	56,588
(c) Year	Sale value (Rs. lakhs)
1954-55	116.15
1955-56	150.22
1956-57	94.49

(d) After meeting railways' own requirements of steel scrap, surplus steel scrap will be utilized by entering into contracts with steel foundries and re-rolling mills including Ordnance and other Government factories for conversion into sizes and sections required for railway use.

DR. RAGHUBIR SINH: May I know how was the steel scrap being used or disposed of previously, prior to this order?

SHRI JAGJIVAN RAM: The surplus was notified to the Controller of Iron and Steel and given either to re-rollers or electric furnacewallas and other parties.

SHRI MAHESWAR NAIK: May I know what are the safeguards that the Ministry adopts against good steel being sold away as scrap steel?

SHRI JAGJIVAN RAM: The scrap is surveyed by a Committee of officers before declaring Scrap. Its sale, however, has been completely banned at present.

SHRI SONUSING DHANSING PATIL: May I know what are the reasons for banning the sale of steel scrap?

SHRI JAGJIVAN RAM: For the purpose of being utilised by the railways themselves.

SHRI SONUSING DHANSING PATIL: What is the average cost per ton realised by Government on the sale of scrap?

SHRI JAGJIVAN RAM: I have given the quantity and the price and the hon. Member may calculate it for himself. It is a simple rule of three.

SHRI K. MADHAV A MENON: Is the Government aware that because of the de'ay in disposing of the scrap, the railway station yards are dumped with scrap?

SHRI JAGJIVAN RAM: So far as my knowledge goes, there is some difficulty only in one yard and not everywhere.

SHRI SONUSING DHANSING PATIL: Have they evolved any machinery to treat a particular steel as scrap?

SHRI JAGJIVAN RAM: I could not catch him.

MR. DEPUTY CHAIRMAN: How do you say that a particular thing is scrap? Is there any machinery with you to determine it?

SHRI JAGJIVAN RAM: There are experts who sort out the different varieties of scrap. Some will be utilised by the railways themselves for conversion into different sizes and sections. As for other varieties, the matter will be taken up with the foundries, re-rollers and furnaces and they will be asked to convert them into such sizes as are required by the railways and they will be paid for that.

SHRI AMOLAKH CHAND: May I know what is the annual estimate of this scrap and how many workshops will be utilised and where?

SHRI JAGJIVAN RAM: In 1956 the raising of all categories of scrap was 1, 32,200 tons.

SHRI PERATH NARAYANAN NAIR: May I know if the Government have received representations from foundries and workshops that at least a small percentage should be made available for use other than for railway purposes?

SHRI JAGJIVAN RAM: Left to themselves they will want the entire quantity to be utilised for non-railway purposes and for themselves. The whole intention is that the capacity available in the country should not be left idle. Therefore it will all be utilised but they will have to produce for railway purposes on reasonable charges.

SHRI AMOLAKH CHAND: I wanted to know about the workshops where ...

MR. DEPUTY CHAIRMAN: You want to know where they are located?

SHRI AMOLAKH CHAND ... this scrap is to be used.

MR. DEPUTY CHAIRMAN: All over the country.

SHRI JAGJIVAN RAM: As I have said we will use as much as our own capacity allows and whatever we cannot use ourselves as such, we will convert through private foundries and furnaces and re-rollers.

†['CASH YOUR SUGGESTION' SCHEME IN HINDUSTAN SHIPYARD

हिन्दुस्तान शिपयार्ड में "कैश युअर सजेशन" योजना

*५६५. श्री नवाब सिंह चौहान : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) हिन्दुस्तान शिपयार्ड (प्राइवेट) लिमिटेड, विशाखापटनम में काम करने वाले कर्मचारियों से 'कैश युअर सजेशन' योजना के अधीन अब तक कितने सुझाव मिल चुके हैं;

(ख) उनमें से कितने लाभप्रद समझ-कर कार्यान्वित किये गये; और

(ग) सुन्दर सुझाव देने वालों को क्या पारितोषिक दिये गये?

*565. SHRI NAWAB SINGH CHAUHAN: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state:

(a) what is the number of suggestions so far received from the employees working in Hindustan Shipyards

(Private) Limited, Visakhapatnam under the 'Cash Your Suggestion' Scheme;

(b) which of them were considered useful and were implemented; and

(c) what are the prizes which were given to those employees who made good suggestions?]

परिवहन तथा संचार मंत्रालय के राज्य-मंत्री (श्री राज बहादुर) : (क) १३० ।

(ख) तथा (ग). मांगी गई सूचना के बारे में एक विवरण सभा की मेज पर रख दिया गया है। (देखिये परिशिष्ट १८, अनुपत्र संख्या ११८) ।

†[THE MINISTER OF STATE IN THE MINISTRY OF TRANSPORT AND COMMUNICATIONS (SHRI RAJ BAHADUR) : (a) 130.

(b) and (c). A statement giving the information is placed on the Table of the Sabha. [See Appendix XVIII, Annexure No. 118].

श्री नवाब सिंह चौहान : विवरण पत्र में चौदह नाम दिये हुए हैं जिनके सुझावों को स्वीकार कर लिया गया है और इनामात भी दिये गये हैं। क्या सरकार ने इस बात की जांच की है कि इन सुझावों के अनुसार ठीक ढंग से काम हो रहा है और कुछ फायदा भी हुआ है और अगर हुआ है तो क्या?

श्री राज बहादुर : जी हां । इन सुझावों के बारे में एक समिति इस बात की छानबीन करती है कि वे सुझाव किस प्रकार उपयोगी हैं। अगर कोई सुझाव उपयोगी प्रतीत होता है तो समिति मैनेजिंग डाइरेक्टर को सिफारिश करती है और मैनेजिंग डाइरेक्टर यह निश्चित करता है कि आया यह सुझाव मंजूर किया जाय यानी अमल में लाया जाय या नहीं। उसके बाद सुझाव अमल में लाया जाता है। इस प्रकार १३० सुझावों में से ये १४ सुझाव अमल में लाये गये हैं।

†[] English translation.