

in the beginning of the financial year, a series of steps were planned to be taken for augmentation of earnings and reduction of working expenses. This exercise was done every year. In the year 1993-94 also, on the basis of experience gained in the earlier year, a revised Action Plan was launched on the Railways to effect improvement in Operating Ratio by augmenting earnings and containing Working Expenses. Broad areas where economy in expenditure was to be effected are detailed below:

- (i) Energy conservation;
- (ii) Better asset utilisation,
- (iii) Elimination of redundant activities and wastages like;
 - (a) Expedient condemnation of Steam Locomotives, Steam Cranes, Steam Sheds etc.,
 - (b) Closure of redundant yards etc.,
 - (c) Critical control over consumption of high value items.
 - (iv) Cost control, cost reduction and cost effectiveness in all on-line and off-line activities.
 - (v) Better Inventory control.

A saving of Rs. 200 crores was contemplated in the Revised Estimates of Ordinary Working Expenses which were fixed at 1.70 per cent lower than Budget Estimates 1993-94. This is after absorbing a number of post-budgetary factors the impact of which is about Rs. 200 crores. The targets fixed in this regard in Revised Estimates, have been achieved.

Construction of Railway Station at Senthil Nagar between Ambathur and Annanur, Madras

2227. SHRI N. GIRI PRASAD: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the public demand for provision of a

Railway Station at Senthil Nagar between Ambathur and Annanur railway stations on Madras-Tiruvallur suburban section of Southern Railway is under Government's consideration for the last few years;

- (b) if so; when the demand was originally made and what is the present stage of the proposal; and

- (c) by when this project is expected to be approved and funds be sanctioned by Government?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Demand from the local people for opening of halt station at km. 17/10 near Senthil Nagar between Ambathur and Annanur stations was originally received in 1985. The same was examined but not agreed to as it involved substantial capital cost and heavy recurring financial loss. This position still holds good even at present.

- (c) Does not arise.

Procurement of Computer Software

2228. SHRI DIPANKAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that despite heavy investment on computer hardware for the computerised reservation and other EOT system on the Railways, no investment has been made for acquisition of computer software;

- (b) whether it is also a fact that this affects the security, privacy and level of performance of the computerised system; and

- (c) if so, what steps have been taken by Government to procure such computer software and suitably upgrade/update it to meet the growing needs of the Indian Railways in the changing scenario?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir. The requisite computer software has been acquired/ developed for the computerised reservation offices and EFT centres.

(b) and (c) Do not arise.

.. Circular Railway Calcutta

2229. SHRI MD. SALIM:

SHRIMATI CHANDRAKALA PANDEY:

Will the Minister of RAILWAYS be pleased to state steps being taken by Government for completion of: (i) 5 Km, long missing link between Princepghat and Majerhat of Circular Railway; Calcutta; (ii) for provision of EMU type coaches in place of conventional coaches for passengers convenience in Circular Railway; (iii) for replacement of old shunting engines by regular passenger locomotives; (iv) electrification of entire Circular Railway stretch from Dum Dum to Majerhat via Princepghat; and (v) For provision of suitable junction arrangement and transshipment facilities at Ultandanga and Bidhan Nagar stations to reduce the hardships of passengers of Dum Dum, Kalkurgachi, Salt Lake and neighbouring areas?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (i) Calcutta Port Trust authorities are not agreeable to part with the requisite land, through which the proposed alignment passes. Under the circumstances; as an alternative; elevated track through customs bonded area; as well as Garden Reach Road and Circular Garden Reach Road has been considered. A Feasibility Study, has been taken up and further action would depend upon the result of the survey.

(ii) Conventional coaches comprising IInd Class Chair Car, and similar to EMUs and DMUs are used. These are considered most suitable for short distance journeys,

(iii) WDS 4 Locos are used for running Circular Railway trains, as these meet the Load and speed requirement of the trains. Higher Horse Power Locos like WDM 2 etc., used for higher load and speed are not considered suitable for such light services.

(iv) There is no programme for electrification of the Circular Railway route, at present.

(v) A work of provision of pass-way from Bidhan Nagar Road Platform No. 1 to Ultandanga Road Station, has been sanctioned at a cost of Rs. 14.91 lakhs.

Condemned wagons

2230. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state;

(a) the number of wagon which have been condemned during the last three years; year-wise;

(b) how many of them were scrapped due to accidents; and

(c) what would be the additional requirement of BG/MG wagons during the coming five years?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

(c) Wagon requirement is a function of volume of traffic moved, wagon utilisation efficiency and average wagon profile. The requirement