

ment were issued by the Ministry of Railways in favour of the following:

- (i) Shri Om Prakash for Dal Roti trollies
- (ii) Miss. Saida Chaudhury for Tea stall.
- (iii) Shri Chandra Shekhar for Tea Snack stall.

Steam, diesel and electric locomotives

2370. SHRI JAGDISH PRASAD MATHUR:

SHRI LAKHAN SINGH:
SHRI HARISHANKAR BHABHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of steam, diesel and electric locomotives on broad gauge line in each of the last three years and at present; and

(b) the passenger and goods combined haulage (G.T.K.M.) by the steam, diesel and electric locomotives respectively in each of the last three years and in the period April—June, 1983?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) The average number of Broad Gauge engines on line during the last three years, traction-wise, as under:

Year	Steam	Diesel	Electric
1979-80	4,697	1,671	929
1980-81	4,532	1,798	988
1981-82	4,340	1,894	1,044

The holdings as on 1.4.83 were as under:

Steam Locos	3,540
Diesel Locos	2,078
Electric Locos	1,144

(b) The gross tonne kilometres (including weight of engine and departmental) of broad gauge passenger and goods in the last three years for which data are available were as under:

(In millions)

Year	Steam	Diesel	Electric
1979-80	69,228	215,060	98,838
1980-81	61,132	224,151	100,862
1981-82	53,116	240,880	125,541

Later figures are not yet available.

Capacity utilisation of coach producing units

2371. SHRI JAGDISH PRASAD: MATHUR:

SHRI LAKHAN SINGH:
SHRI HARISHANKAR BHABHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the installed annual production capacity of each coach manufacturing unit to produce passenger coaches; diesel and electric engines;

(b) the capacity utilisation of each unit as present;

(c) the demand and supply position of passenger coaches, diesel and electric engines as present; and

(d) the targets of capacity utilisation of each unit during each of the next three years?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) The installed annual production capacity of the various

coach and locomotive manufacturing units is as under:

Coaches (including EMUs):

I.C.F.	750
B.E.M.L.	300
JESSOPS	252
RLY. WORKSHOPS	100

Locomotives:

C.L.W. (Electric Locos)	60
(Diesel Locos)	35
D.L.W. (Diesel Locos)	140

(b) the capacity utilisation of each and locomotive manufacturing units during 1982-83 was:

I.C.F.	100 per cent
B.E.M.L.	100 per cent
*JESSOPS	38 per cent
RLY. WORKERS	100 per cent

(*However, orders by Railways were placed for 100 per cent utilisation of installed capacity)

Locos:

C.L.W.	89 per cent
D.L.W.	92 per cent

(c) Based on the funds made available, the procurement of 6286 coaches (including EMUs) and 780 diesel/electric locomotives was planned during the VIth Plan period. During the first three years period 1980-83, 3139 coaches (including EMUs) and 609 diesel/electric locomotives have been procured from these units for the Railways' use. (In addition, they produced 32 coaches for export and 84 locomotives for Public Sector Undertakings).

(d) The targets fixed for capacity utilisation of each coach/locomotive manufacturing unit for 1983-84 are as under:

Coaches:

I.C.F.	800
B.E.M.L.	325
JESSOPS	172
(including 72 EMUs)	

Locomotives (including orders for Public Sector Units).

C.L.W.	93
D.L.W.	127

Targets for 1984-85, 1985-86 will be finalised based on forecast of availability of funds in due course.

Reduction of terminal lie-over of coaches

2372. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board and its Operational Research Cell have been considering since 1977-78 the possibilities of reducing the "terminal lie-over" period of coaches by changing the rake links so as to minimise infructuous detention of rakes at terminals and maximise their availability for train service; and

(b) the decisions taken and implemented during each of the last 3 years and also those proposed to be implemented during the present and next one year?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) Yes.

(b) With a view to improve utilisation of coaches by reducing the terminal lie-over railways have taken a decision to standardise composition of 21 coach and 17 coach trains to integrate rake links. Existing lie-overs of rakes at terminals are also scrutinised and wherever feasible additional services, by integrating the rake links, are introduced either by way of increasing the frequency or by additional services on new sections.

Encroachments on N.F. Railway land

2373. SHRI ROBIN KAKATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of unlawful encroachers on North Frontier