

**Statement**

(a) to (c) Separate record of maintenance charges are not kept for Inspection Carriages. However, the average maintenance cost of all Coaching Stock during the year 1974-75 in terms of four-wheeler Unit for Broad Gauge and Metre Gauge was Rs. 8136.20 and Rs. 4712.75 respectively.

Junior Administrative Officers and above on the B.G., senior scale officers and above on the M.G. are entitled to bogie inspection carriages.

Utmost economy in maintenance of inspection carriages is already being observed keeping in view the safety and minimum needs for performance of duty. Construction of new Inspection Carriages has been severely restricted.

**Imposition of total ban of import of equipment in Railways**

\*133. **SHRI DEVENDRA NATH DWIVEDI**: Will the Minister of RAILWAYS be pleased to state whether Government have taken steps to make total use of indigenous equipment on the Railways and whether it is proposed to impose total ban on importation of such equipment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI MOHAMMAD SHAFI QURESHI**): The Government are already making total use of suitable and available indigenous equipment on the Railways. There are, however, some proprietary and hard core items for which indigenous capacity or capability has not so far been able to be developed. For these items, imports are for the present inescapable. A total ban on import is therefore at this juncture not feasible though a most vigorous import substitution drive is being constantly pursued.

**Unsettled cases of retired Railway Employees**

\*134. **SHRI DWIJENDRALAL SEN GUPTA**: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases of retired railway employees regarding their claims as to arrear of dues, fixation of pay, retirement

benefits, including counting the period of service and such other matters as are pending for a period of over five years;

(b) what are the causes of such delays in settlement of the disputes or claims;

(c) whether Government have replied to each such claimants stating their position; and

(d) if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (**SARDAR BUTA SINGH**): (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

**RAIL-CUM-ROAD BRIDGE AT KALYANI**

\*135. **SHRI BHUPESH GUPTA**: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has turned down the proposal made by the West Bengal Government for a rail-cum-road bridge at Kalyani;

(b) if so, what are the reasons therefor;

(c) whether it is also a fact that three years back this project had been cleared by the Railway Board; and

(d) whether Government are aware of the fact that this would affect the growth of local rail network?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (**SARDAR BUTA SINGH**): (a) Yes, Sir.

(b) The existing bridge between Bandel and Naihati is capable of meeting the requirements of traffic for a number of years. The question of strengthening the existing railway bridge is also being examined.

(c) No, Sir.

(d) No, Sir. This is not expected to affect the growth of local rail network.

**Wagon Industry**

\*136. **SHRI KALYAN ROY**:  
**SHRI BHOLA PRASAD**:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that wagon industry is facing deep financial crisis because of lack of orders for wagons;

(b) if so, what is the reaction of Government in this regard;

(c) the number of 4-wheeler wagons actually ordered in 1973, 1974 and 1975 and the prices fixed for them;

(d) the number of wagons supplied during the same period and the details thereof, including the names of concerns which have supplied them;

(e) whether there is any proposal for placing further orders for 4-wheeler wagons by the Railways; and

(f) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHAMMAD SHAFI QURESHI): (a) A statement is laid on the Table of the Sabha.

(b) does not arise.

(c) and (d) Statements 'A' and 'B' are laid on the Table of the Sabha.

[See Appendix XCIV, Annexure Nos. 17 & 18]

(e) Yes, Sir.

(f) Does not arise.

#### Statement

The Wagon Industry had a load of about 24,100 wagons (in terms of 4-wheelers) as on 1-4-1975. Although the original Plan allocation for procurement of wagons and components from Industry, namely Rs. 32.25 crores was adequate only for 5,000 wagons, taking into consideration the financial crisis this may lead to in the industry, the Government have sanctioned additional funds of Rs. 25 crores. Further allocation of Rs. 8 crores is also under consideration. With these increased allocations, the industry has been allowed to maintain production at the 1974-75 level of about 9,800 wagons. Some of the units have even improved their production compared to 1974-75 and, if the present trend continues, the industry may turn out 10,800 wagons i.e. 1,000 wagons more than the targetted level.

It is expected that on 1-4-1976, the industry will have a backlog of about 13,000 wagons (in terms of 4-wheelers) which represents roughly 15 months' load based on current production trends. It is a fact that some units have comparatively less load. Negotiations for placement of additional orders for about 14,000 wagons are in

progress and it is expected that these orders will be placed shortly. The additional orders will be distributed in an equitable manner to give a uniform load to all units based on their anticipated production. This will ensure about 3 years' load for the industry.

Hence, there is no reason for any deep financial crisis in the industry on account of lack of orders.

#### Economy in fuel consumption

\*137. SHRI PIARE LALL KUREEI:

SHRI KHURSHED ALAM  
KHAN:

SHRI GANESH LAL MALI:

SHRI KASIM ALI ABID:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that fuel is one of the most important and expensive item of the railway operating cost;

(b) whether it is also a fact that there are enormous possibilities of exercising economy of fuel consumption and saving expenditure on this account;

(c) whether it is also a fact that the fuel consumption, both in respect of diesel and steam locomotives is much above the stipulated scale of consumption; and

(d) if so, what steps the Railway administration propose to take to prevent this wastage?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SARDAR BUTA SINGH): (a) Yes, Sir.

(b) Fuel economy receives close attention on the Railways and the possibilities of exercising fuel economy have been in hand over the years. We periodically launch special drives though the controls exercised are on a daily and monthly basis.

(c) and (d) A statement indicating the position is laid on the Table of the House.

#### Statement

Fuel consumption of locomotives is dependent on a large number of variables inbuilt in train operation such as average