

Statement

UO¹⁰ (e) 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 I 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;