

†[THE MINISTER OF RAILWAYS (SHRI GULZARILAL NANDA) : Train-wise figures of the number of tickets sold are not maintained. However, the number of tickets sold for each

class from Gwalior to Bhopal, Delhi and Bombay and *vice versa* during the period of 1st April 1969 to 31st March 1970, is given below :

	Air conditioned Class	1st Class	2nd Class	A.C. Chair Car	3rd Class
Gwalior to Bhopal	95	3981	1607	1280	31153
Bhopal to Gwalior	83	3317	1427	674	33874
Gwalior to Delhi	11	114	93	Nil	5608
Delhi to Gwalior	Nil	365	30	Nil	17706
Gwalior to New Delhi	159	3883	922	636	58712
New Delhi to Gwalior	77	2590	1910	700	56584
Gwalior to Bombay	53	658	74	Nil	4646
Bombay to Gwalior	77	972	218	Nil	8211

PURCHASE OF LOCO COAL FROM COAL MINES

341. SHRI KALYAN ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have recently received a representation from some Members of Parliament against the purchase of loco coal by the Railway Board from coal mines which do not possess the Labour Ministry's certificate that they have fully implemented the recommendations of the Coal Mines Wage Board, contrary to the accepted policy; and

(b) if so, the reasons for such change in the policy in this regard ?

THE MINISTER OF RAILWAYS (SHRI GULZARILAL NANDA) : (a) No.

(b) Does not arise.

PURCHASE OF LOCO COAL FROM COAL MINES

342. SHRI KALYAN ROY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Indian Railways are now purchasing loco coal as a matter of policy only from those coal mines which have submitted certi-

ificates from the Regional Labour Commissioner (Central) that they have implemented the recommendations of the Coal Mines Wage Board;

(b) if so, the reason therefor ?

THE MINISTER OF RAILWAYS (SHRI GULZARILAL NANDA) : (a) Yes.

(b) This is in accordance with Government's policy.

जमालपुर रेल कारखाना

343. श्री जगदम्बी प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन पंचवर्षीय योजनाओं के अन्तर्गत जमालपुर स्थित रेल कारखाने में उत्पादन, नये-नये कार्यों के आरम्भ करने, कारखाने तथा कर्मचारियों की संख्या में विस्तार करने के संबंध में तुलनात्मक दृष्टि से हुई उन्नति का ब्यौरा क्या है और उपरोक्त उद्देश्यों के लिए चौथी पंचवर्षीय योजना में क्या व्यवस्था की गई है ; और

(ख) इस कारखाने में डीज़ल तथा विद्युत् इंजनों के उत्पादन तथा मरम्मत का कार्य कब से आरम्भ हो जाएगा ?

†[] English translation.

†[JAMALPUR LOCO WORKSHOP]

343. SHRI J. P. YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) what are the details of comparative progress made in the Railway workshop at Jamalpur in respect of production, introduction of new types of work, workshop and staff expansion during the last three Five Year Plan periods and the provisions that has

been made in the Fourth Five Year Plan for the above-mentioned purposes; and

(b) the time by when the manufacture and repairs of diesel and electric locomotives would be started at the said workshop ?]

रेल मंत्री (श्री गुलजारी लाल नन्दा) :

(क) और (ख) एक विवरण संलग्न है।

(क)

विवरण

	पहली योजना	दूसरी योजना	तीसरी योजना		
	1951-52	1956-57	1961-62	1966-67	
	से	मे	से	से	
	1955-56	1960-61	1965-66	1969-70	
				(केवल 4 वर्षों के लिये)	
	1	2	3	4	5
1. कितने भाप रेल इंजनों को आवधिक ओवरहाल और अन्य मरम्मत के बाद निकाश गया (संख्या में)		2,000	2,406	2,464	1,626
2. उत्पादन की नयी लाइनें—					
(i) बड़ी लाइन के भाप क्रेन					
3 टन क्षमता वाले	.	.		20	43
10 टन क्षमता वाले	.	.		36	10
20 टन क्षमता वाले	.	.		35	8
(ii) टी०पी०आर/टी० ओ०एच० टंकी					251
माल डिब्बे	.	.		.	(नयी)
					60
					(बदलाव)
(iii) स्क्रैपिंग मशीनें	.	.		.	8
					(1969- 70 में)

1	2	3	4	5
(iv) मुवाह्य हाइड्रालिक जैक (20 टन क्षमता वाले)	—	—	4	63
(v) छपाई मशीनें	—	—	5	18
3. कर्मचारियों की स्थिति				
(31-3-51 को)	(31-3-56 को)	(31-3-61 को)	(31-3-66 को)	(31-3-70 को)
10,073	10,116	10,530	9,574	8,774

भाप रेल इंजनों की मरम्मत के वर्तमान कार्यभार, भाप रेल इंजनों के अतिरिक्त पुर्जों के निर्माण और अन्य सामानों के उत्पादन के काम में जमालपुर कारखाने की उपलब्ध क्षमता का पूरा उपयोग किया जा रहा है। चौथी पंचवर्षीय योजना (1969-70 से 1973-74 तक) में इस कारखाने के कार्यभार में कोई परिवर्तन होने की सम्भावना नहीं है और इस कारखाने में भाप रेल इंजनों की मरम्मत, भाप रेल इंजनों के अतिरिक्त पुर्जों, भाप त्रेनों, माल डिब्बों, छपाई मशीनों आदि के निर्माण का काम निरंतर होता रहा।

(ख) डीजल और बिजली रेल इंजनों की मरम्मत के लिए दक्षिण पूर्व रेलवे के खड़गपुर कारखाने में और पूर्व रेलवे के कंचरापाड़ा कारखाने में सुविधाओं की व्यवस्था की जा

चुकी है। ये कारखाने दोनों रेलों की आवश्यकताएं पूरी कर सकेंगे। भारतीय रेलों की आवश्यकताओं को पूरा करने के लिए चितरंजन रेल इंजन कारखाना, चितरंजन और डीजल रेल इंजन कारखाना, वाराणसी में डीजल और बिजली रेल इंजनों के निर्माण की क्षमता विकसित की गई है। इसलिए जमालपुर कारखाने में इसी तरह की सुविधाएं विकसित करने की आवश्यकता नहीं है और उस कारखाने में उपलब्ध क्षमता का भाप रेल इंजनों की मरम्मत और अन्य सामानों के उत्पादन के वर्तमान कार्यभार में पूरा उपयोग हो रहा है।

†[THE MINISTER OF RAILWAYS
(SHRI GULZARILAL NANDA) : (a)
and (b) A statement is attached.

STATEMENT

	Ist Plan 1951-62 to 1955-56	IInd Plan 1956-57 to 1960-61	IIIrd Plan 1961-62 to 1965-66	1966-67 to 1969-70 (Four 4 years only)
1	2	3	4	5
1. POH and other repairs outturn of steam locomotives (in numbers)	2,000	2,406	2,464	1,626
2. New lines of production—				
(i) B. G. steam cranes 3 ton capacity	..	..	20	43
10 ton capacity	..	..	36	10
20 ton capacity	..	..	35	8

†[] English translation.

	1	2	3	4	5
(ii) 1 PR/TOH tank wagons	..	..	..	251	
				(Conversion)	
(iii) Scrapping machines	..	..	..	8	
				(in 1969-70)	
(iv) Portable Hydraulic Jacks (20 ton capacity)	..	..	4	63	
(v) Printing machines	..	..	5	18	
3. <i>Staff Position</i>	(As on (31-3-51) 10,073	(As on (31-3-56) 10,116	(As on (31-3-61) 10,530	(As on (31-3-70) 8,774	

The capacity available in Jamalpur workshop is being fully utilised with the existing load for repairs to steam locos, manufacture of duplicate spares for steam locos and new lines of production. There is no likelihood of any change in the workload for this workshop during the Fourth Five Year Plan (1969-70 to 1973-74) and it will continue to have a steady load of steam loco repairs and manufacture of steam loco spares, steam cranes, wagons, printing machines, etc.

(b) Facilities for repairs to diesel and electric locomotives have already been developed in Kharagpur Workshop of South Eastern Railway and Kanchrapara Workshop of Eastern Railway to meet the requirements of both the Railways. Capacity for manufacture of diesel and electric locomotives has been developed in Chittaranjan Locomotive Works, Chittaranjan and Diesel Locomotive Works, Varanasi to meet the requirements of Indian Railways. There is, therefore, no need of developing similar facilities in Jamalpur workshop, where the capacity available is being fully utilised with the existing load for repairs to steam locomotives and new lines of production.]

MALVIYA COMMITTEE REPORT ON SMALL SCALE INDUSTRIES

344. SHRI R. P. KHAITAN : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE M32RS/70- 3

be pleased to refer to the reply to Starred Question No. 154 given in the Rajya Sabha on the 4th May, 1970 and state :

(a) whether any final decision has been taken by Government on the recommendations contained in the Malviya Committee Report on Small Scale Industries on the following points :—

(i) Provision of technical consultancy services;

(ii) development of ancillary industries in Public Sector Undertakings;

(iii) placing of future development of small scale industries in general and ancillary industries in particular on a statutory basis; and

(b) if no decision has yet been taken the time by when a final decision is likely to be taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) (i) Yes.

(ii) Yes.

(iii) This matter is under consideration.

(b) No definite time limit can be indicated as regards a(iii) above, which requires consultation with the State Governments and others concerned.