

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) and (b)
The scales of pay recommended by the two Pay Commissions and which have been accepted and implemented by Government represent a considerable improvement over the post-31 scales of pay. The pre-31 scales of pay for some categories happen to be higher than the prescribed scales, but it has nowhere been accepted that the prescribed scales should be higher than the pre-31 scales of pay.

**COLLEGE AT KHURDA ROAD FOR CHILDREN
OF RAILWAY EMPLOYEES**

641. **SHRI BRAHMANANDA PANDA** : Will the Minister of RAILWAYS be pleased to state :

(a) whether in view of five thousand families of Railway Staff living at Khurda Road, there is any proposal under Government's consideration to start a college there for the benefit of the children of the employees; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) No.

(b) Does not arise.

ECONOMY IN USE OF FUEL ON RAILWAYS

642. **SHRI M. P. BHARGAVA** : Will the Minister of RAILWAYS be pleased to state :

(a) the outline of the proposal to effect economy in the use of fuel on Indian Railways;

(b) whether Government sought technical advice in regard to use of diesel and electricity; and

(c) the disposal of cinder and ash and amounts realised therefrom during 1967-68.

THE MINISTER OF RAILWAYS
(SHRI C. M. POONACHA) : (a) Railways are alive to the need for effecting maximum economy in the use of fuel. Fuel Control Organisations in adequate strength are functioning on all the Zonal Railways. Trip rations and targets of consumption are fixed for different services. A close watch is kept on daily performance and remedial action is promptly taken to arrest any adverse trends in fuel consumption. Foot plate staff are trained in economic use of fuel and refresher courses are also held for their benefit. Concerted efforts are thus made to achieve maximum possible economy in the use of fuel.

(b) Yes. Introduction of diesel and electric tractions on the Railways is based on technical studies by Operating, Mechanical and Electrical experts available with the Railway Board. These services have generally been introduced where saturation under steam traction has been reached.

(c) Cinders are reclaimed from coal ashes. These are utilised for various departmental purposes such as for use in shunting engines, pump house boilers and smithies mixed in suitable proportion with coal, for use in Railway hospitals and catering establishments etc. Cinders are also sold to the staff for domestic purposes. Surplus cinders, if any, are disposed of periodically by auction.

A portion of the residual coal ashes is used by the Railways mainly for packing of track and filling of low places and the balance is disposed of by auction.

The latest figures of amounts realised from sale of cinders and ashes during 1967-68 are given below :

	Approximate amount realised in lakhs of Rupees.			
Cinders	.	.	.	12.4
Ashes	.	.	.	67.5