

introduced in India as an experimental measure; and

(b) in what respect this system differs from the existing systems?

THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KHAN): (a) and (b). The requisite information is laid on the Table of the Sabha.

STATEMENT

(a) Apparently the reference is to the Oxy-pressure welding recently tried by the Japanese National Railways. This method has not yet been introduced in India as an experimental measure.

(b) In addition to the Oxy-pressure welding there are two other well recognised and established processes of welding, namely (i) Electric Flash-butt Welding; and (ii) Fusion or Thermit Welding. These processes are explained below: —

(i) In Oxy-pressure welding, the rail ends are heated by gas torches till the correct temperature for fusion is reached and then pressed together and welded under high pressure.

(ii) In Electric Flash-butt welding, the rail ends are heated in Electric Resistance Welding machines by automatic making and breaking of electric contact, and welded under pressure.

(iii) In fusion or Thermit welding, the rail ends are enveloped by mould boxes filled with moulding sand with refractory and binding elements, which is compactly rammed to a rail pattern. By burning in the mould a fuel mixture supplied under pressure, the rail ends inside the mould are preheated to yellow-red heat. A crucible containing a mixture of metallic oxide and finally divided aluminium is then brought and held vertically over the preheated rail ends. The mixture is ignited in one spot, the

reaction of which furnished sufficient heat for the propagation of the reaction throughout the entire mass until the contents of the crucible are converted into a molten mass of metal and aluminium oxide slag. The molten mass of metal flows into the preheated mould from the crucible, melts the rail ends and fuses them together. The mould is taken off about 5 minutes after the molten metal is poured.

DR. RAGHUBIR SINH: May I know, Sir, if there is any proposal to introduce the Oxy-pressure welding in the Western Railway in the near future?

SHRI SHAH NAWAZ KHAN: No, Sir. I do not think there is any likelihood of it.

DR. RAGHUBIR SINH: May I know what are the particular advantages of the Oxy-pressure welding system?

SHRI SHAH NAWAZ KHAN: Sir, it is rather a technical subject. There are three methods of welding of rails. In Oxy-pressure welding, the rail ends are heated by gas torches till the correct temperature for fusion is reached and then pressed together and welded under high pressure.

DR. RAGHUBIR SINH: I am asking about the advantages of this system. I have got the statement quite all right.

MR. CHAIRMAN: They are very well welded.

DEPARTMENTAL CATERING ON RAILWAYS

*206. SHRI B. K. MUKERJEE: Will the Minister for RAILWAYS be pleased to refer to the reply given to Starred Question No. 288 in the Rajya Sabha on the 13th December, 1956 and state:

(a) the amount of loss incurred by Government in the operation of departmental catering on each railway station during the year 1956-57; and

(b) the rate of commission paid to platform vendors engaged in the operation of departmental catering on such railway stations?

THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KHAN) : (a) The information is being collected and will be laid on the Table of the Sabha.

(b) The rate of commission that is being paid to platform vendors is different for different commodities and there are also some variations at stations on different railways.

The bulk of trainside vending on commission basis under departmental catering is, however, being carried on at a rate of commission of 12½ per cent.

SHRI B. K. MUKERJEE: May I know, Sir, whether it is a losing concern or a profitable concern after the Government has introduced departmental catering?

SHRI SHAH NAWAZ KHAN: Sir, on the whole I can say that we are slightly losing on it.

SHRI B. K. MUKERJEE: May I know, Sir, if any enquiry has been made to find out the causes in respect of these losses?

SHRI SHAH NAWAZ KHAN: Sir, this thing is being constantly watched. On some railways we are running it at a profit, on some other railways not at such a big profit, and on some railways we are running it at a slight loss. But we are looking into the causes.

SHRI B. K. MUKERJEE: I want to know the causes of these losses wherever they are incurred.

SHRI SHAH NAWAZ KHAN: They are being investigated.

SHRI S. C. DEB: May I know, Sir, whether this is an experiment, and if the experiment is not profitable, whe-

ther the Government propose to stop it?

SHRI SHAH NAWAZ KHAN: Sir, only yesterday, the hon. Minister for Railways explained this question in great details, and in view of the very great improvement that has come about in the quality of the food supplied, we think that that slight loss might be worth while.

SHRI B. K. MUKERJEE: In view of the

مولانا ایم - فاروقی : کیا گورنمنٹ

کو اس کی اطلاع ہے کہ جہاں جہاں
پر ڈیپارٹمنٹل کیترنگ ہو وہی ہے
وہاں وہاں پر لوگوں کو بہ نسبت
پرائیویٹ کیترنگ کے زیادہ شکایتیں
ہیں -

†[مولانا एम० फ०की : क्या गवर्न-
मेंटको इस की इत्तिला है कि जहां जहां पर
डिपार्टमेंटल कैंटरिंग हो रही है वहां वहां
पर लोगों को बनिस्वत प्राइवेट कैंटरिंग
के ज्यादा शिकायतें हैं ?]

श्री शाहनवाज खां : गवर्नमेंट की जो
इत्तिला है वह इनकी इत्तिला के बिल्कुल
बरअकब है ।

losses incurred in certain stations, is the Government going to change its present policy and stop the extension of this departmental catering to other stations?

SHRI SHAH NAWAZ KHAN: Very definitely no, Sir.

PILOT PROJECTS

*207. SHRI DEOKINANDAN NARAYAN: Will the Minister for COMMUNITY DEVELOPMENT be pleased to state what amount of money was sanctioned and spent in the Pilot Projects during the year 1956-57?

fHindi transliteration.