

(iii) armed escorts are provided on trains running over the vulnerable sections;

(iv) armed police is also provided at stations to protect railway personnel and property;

(v) forest growth on either side of the track in the vulnerable areas is being cleared to increase visibility;

(vi) engines working trains in the disturbed areas have been fitted with steel plates and sand bags have been provided in the brake vans to provide protection to the running staff against stray bullets; and

(vii) a Searchlight Special is run ahead of important passenger trains running on vulnerable sections at night.

(b) 10 cases of firing and 5 cases of attempts to sabotage were reported during the period.

Shrimati Jyotsna Chanda: In view of the statement made by the hon. Minister of State in the Ministry of External Affairs that all the adjoining areas of the railway lines are not covered by patrolling, may I know from the Government whether they propose to rehabilitate landless people of the State in those areas for mere security.

Shri Shahnawaz Khan: That is a decision which has to be taken by the State Government.

Shrimati Jyotsna Chanda: Do the Government propose to communicate this proposal to the State Government?

Shri Shahnawaz Khan: I think, the State Government is fully aware of this.

Shri P. C. Borooah: In view of the fact that the present railway line passing through Nagaland is the only railway line in the South Bank of Assam which is transporting all the defence requirements to the eastern

378 (A1) LSD—2.

front has the Government any proposal to have an alternative rail link joining Nowgong and Jorhat and so on?

Shri Shahnawaz Khan: None at present.

Shri D. C. Sharma: May I know if the Government is thinking of posting some police constables or members of the armed forces on these trains so that the saboteurs are prevented from doing anything illegal?

Shri Shahnawaz Khan: All these trains are escorted by armed men.

Shri S. M. Banerjee: From the statement it appears that ten cases of firing and six cases of attempt to sabotage were reported during the period. I want to know whether any person or persons have been arrested in this connection and whether the hon. Minister suspects any foreign hand in it.

Shri Shahnawaz Khan: We have not been able to arrest any of these saboteurs but in the encounters that we had with the hostiles we believe that we have inflicted some casualties on them. About the second part of the question I cannot say anything.

Cost of Integral Coaches Manufactured at Perambur

*1002. **Shri Subodh Hansda:** Will the Minister of Railways be pleased to state:

(a) whether the cost of manufacture and furnishing of a coach at the Integral Coach Factory has come down;

(b) if so, how does it compare with other countries in the world; and

(c) whether it can compete with foreign made coaches in quality and price?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes, Sir—progressively.

(b) It compares quite favourably with other countries of the World.

(c) Yes, ICF-built coaches can compete well with similar foreign made coaches both in quality and in price.

Shri Subdoh Hansda: What is the overall reduction in the cost of manufacture of complete coaches built at the integral Coach Factory and how does it compare with the cost of the coaches that have been made at the initial stage

Shri Shah Nawaz Khan: The cost has been coming down progressively. When we started the cost was Rs. 3.69 lakhs; the present cost is Rs. 1.38 lakhs.

Shri S. C. Samanta: May I know whether there is any proposal to expand this factory for producing locomotives for export from here?

Shri Shah Nawaz Khan: The Perambur factory does not manufacture any locomotives; it is for coaches.

Dr. Sarojini Mahishi: May I know the reasons for the reduction in cost; whether it is due to the indigenous components or due to large-scale production?

Shri Shah Nawaz Khan: It is due to all these things put together.

श्री अचल सिंह : क्या इस फैक्टरी से देश की जरूरत पूरी हो जाती है ?

श्री शाहनवाज खां : जितनी हमारे देश की जरूरियात हैं उनको आई० सी० एफ० और एच० ए० एल० मिल कर पूरी कर देते हैं ।

Shri K. C. Pant: In view of the fact that the cost of these coaches compares favourably with foreign made coaches, has any attempt been made to export these coaches; if so, with what success?

Shri Shah Nawaz Khan: Yes, Sir; we have quoted against global ten-

ders which were put by Argentine and Pakistan.

Shri Tridib Kumar Chaudhuri: What is the life expectancy of these coaches and how do they compare with the coaches that we used to get from abroad?

Shri Shah Nawaz Khan: Under normal wear and tear the life of an ICF coach is about 40 years. It compares very well with those coaches which we used to import.

Shri Bhagwat Jha Azad: It has been stated in part (b) of the answer to the question that it compares quite favourably. How does the price of our coach compare with that of the cheapest one in the world market?

Shri Shah Nawaz Khan: The last coaches that we imported was in the year 1954; since then we have not imported any. Therefore we cannot say definitely what the price of other countries would be. But from the global tenders that were put out and against which we quoted, we find that ours was the second lowest in the case of Argentine and the lowest in the case of Pakistan.

विलासपुर सड़क

*१००३. श्री ओंकारलाल बेरवा :
क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि विलासपुर सड़क का दो हजार फुट हिस्सा नीचे बैठ गया है ;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) इससे सरकार को कितना नुकसान हुआ ; और

(घ) इसकी मरम्मत कब तक हो जायेगी ?