

how is it that though Iran offered £24 per ton, the Finance Ministry rejected the proposal, and, therefore, the export could not materialise?

Shri A. M. Thomas: Before joining the International Sugar Agreement, we were free to export any quantity to non-participating importing countries like Iran, Pakistan, the Middle East countries, Malaya and such other countries. Even before joining the agreement, we exported about a lakh of tons to these countries.

Shri Chintamani Panigrahi: No, my point is.....

Mr. Deputy-Speaker: The hon. Member is entering into an argument. I cannot allow that. Now, next question.

Manufacturing of Rail Cars in I.C.F., Perambur

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*378. { **Shri Ram Krishan Gupta:**
Shri Nek Ram Negi:

Will the Minister of Railways be pleased to state at what stage is the proposal to build rail cars and other varieties of passenger coaches in the Integral Coach Factory, Perambur?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A development order for 36 Broad Gauge and 44 Metre Gauge rail cars has been placed on the Integral Coach Factory, Perambur in March, 1961.

Besides Broad Gauge Third Class Coaches, the Factory has built Broad Gauge Third Class Sleeper Coaches and Third Luggage and Brake-vans (TLRs.). They are currently building Broad Gauge First Class Coaches.

The building of Broad Gauge composite First and Third Class coaches, Broad Gauge Electric Multiple Unit Coaches and Metre Gauge coaches has also been programmed during the Third Plan period.

Shri Ram Krishan Gupta: May I know our annual requirements of rail cars, and whether they will be fulfilled by this factory?

Shri S. V. Ramaswamy: The annual requirements are much more, but during the Third Five Year Plan, we have programmed to construct 3,723 coaches there.

Shri M. L. Dwivedi: In view of the decision of Government to introduce two-tier coaches instead of three-tier coaches, in the third class trains or Janata trains, may I know how many coaches have been manufactured in Perambur and put into operation?

Shri S. V. Ramaswamy: We are building both, two-tier as well as three-tier coaches. The two-tier coaches will number about 25; if I remember aright, the rest will be three tier coaches; the number of three-tier coaches; the number of is 125, and that of two-tier coaches 25.

Shri Tangamani: May I know by what time these 80 rail cars are likely to be completed, and whether these cars would be made available to those areas where old cars being used, as for instance, the Needamangalam-Mannargudi area?

Shri S. V. Ramaswamy: It is not 80, but it is 197 rail cars that we have programmed to construct; these will be taken up in 1964-65.

Shri Tangamani: May I know whether these cars would be made available in the Needamangalam-Mannargudi area?

Mr. Deputy-Speaker: It is difficult to say just now which area will have this. The hon. Member can take up that question afterwards.

Shri Tangamani: The hon. Minister has said that 44 metre gauge and 36 broad gauge rail cars would be manufactured for these areas, and orders have been placed for these in March, 1961. May I know by what time the construction of these 80 rail cars will be completed? I am not asking about the bigger programme which they are having. May I know whether they are going to build these 80 rail cars within this year?

Shri S. V. Ramaswamy: The order has been placed in March, 1961, but the actual work will be taken up in 1964-65, because we have got other work to complete.

Shri Damani: During the last year, how many coaches were produced for local requirements, and how many for exports?

Shri S. V. Ramaswamy: All are meant for local use.

Shri Heda: The hon. Deputy Minister has replied that the manufacture of the rail cars would be taken up in 1964-65. May I know whether on the routes where these rail cars are currently operating, the number of rail cars that are there at present will be maintained, or it will be depleted?

Shri S. V. Ramaswamy: We have programmed to construct 120 metre gauge rail cars, 67 broad gauge and 10 narrow gauge. Obviously, these will increase the rail car service.

श्रीमती कृष्णा महता : क्या मंत्री महोदय यह बतलाने की कृपा करेंगे कि यह जो नये डिब्बे लगाये गये है उन डिब्बों के अन्दर जो बन्द करने का बोल्ट होता है वह कई डिब्बों में टूट गया है और उसकी जगह जो चीज लगाई गई है वह ठीक न होने से अक्सर दरवाजा खुल जाता है ?

Shri S. V. Ramaswamy: Is it about latches of the I.C.F coaches?

Mr. Deputy-Speaker: It is a suggestion for action.

Shri S. C. Samanta: The hon. Minister has said that the demand for rail cars and coaches is greater than the supply. May I know whether during the Third Five Year Plan this coach factory will be expanded or another factory is going to be set up?

Shri S. V. Ramaswamy: We have already gone into second shift. The production target was 350; after the introduction of the second shift recently we have now reached the figure of 640. We have to produce

700 for two shifts, which target we will be reaching very shortly.

Use of Gas for Domestic Purposes in Delhi

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*379. { **Shri Radha Raman:**
Shri Ram Krishan Gupta:
Shri H. C. Heda:
Shri Ajit Singh Sarhadi:
Shri Vajpayee:
Shri Chunil Lal:

Will the Minister of Health be pleased to state:

(a) whether Government have drawn up and finally approved of any scheme for Delhi under which use of Gas will partially or wholly replace use of soft coke or other fuel for cooking and industrial purposes and ease the situation often caused by its short supply;

(b) if so, the nature of this scheme; and

(c) how it is proposed to be implemented and when?

The Minister of Health (Shri Karmarkar): (a) to (c). A statement is laid on the Table of the Sabha.

STATEMENT

The Town Planning Organisation has carried out studies on the use of gas as a domestic fuel in Delhi and prepared a report entitled 'Gas for Delhi'. The report analyses the economics of gas and soft coke in the context of the present domestic fuel pattern in Delhi and presents a plea for substitution of expensive commercial fuels by soft coke and coal gas; the two bye-products of carbonisation of coal. It calls for transportation of hard coal itself with less of transportation charges so that both the bye-products viz. gas and soft coke could be utilised to the optimum. This will help to lower the domestic fuel expenditure in Delhi in all income groups.

2. The report has been forwarded to the authorities concerned for their consideration and action.