

	1	2	3	4	5	6	6
6. Chandigarh		05	26	70	70	30	41
7. Delhi		30	199	346	402	171	279
8. Goa, Daman & Dru		02	06	15	20	03	17
9. Gujarat		20	90	145	202	68	158
10. Haryana		16	62	123	164	83	126
11. Himachal Pradesh		08	20	20	71	06	59
12. Jammu & Kashmir		16	51	87	165	53	117
13. Karnataka		23	73	141	232	81	146
14. Kerala		13	43	87	140	59	107
15. Madhya Pradesh		48	167	235	509	198	232
16. Maharashtra		44	188	326	515	178	345
17. Manipur		03	08	08	14	08	22
18. Meghalaya		04	17	22	32	16	33
19. Mizoram		01	—	01	—	04	01
20. Nagaland		02	01	03	02	08	08
21. Orissa		13	38	50	117	108	122
22. Pondicherry		01	05	01	11	10	11
23. Punjab		21	88	166	283	162	182
24. Rajasthan		27	133	194	224	218	224
25. Sikkim		01	06	05	09	09	10
26. Tamil Nadu		28	115	201	291	185	216
27. Tripura		02	07	03	07	18	17
28. Uttar Pradesh		78	397	671	931	603	643
29. West Bengal		26	102	129	265	224	212

[Translation]

Actual Utilisation of Coaches/Wagons

3473. SHRI C. JANGA REDDY:

DR. A K PATEL:

SHRI HUSSAIN DALWAI :

Will the Minister of RAILWAYS be pleased to state:

(a) the daily running capacity in hours of a modern passenger coach and a goods wagon operating on broad gauge line and their actual utilisation per day and the reasons for their under utilisation;

(b) the steps proposed to be taken to increase the actual utilisation and the targets fixed for 1985-86 in this regard;

(c) the targets fixed for 1985-86 for reducing waiting time involved in leading in case of wagons and also the waiting time in case of passenger coaches at originating and terminating stations;

(d) whether it is a fact that long waiting time at terminals can be reduced by adopting the method of utilising interchange-able rake links in case of mail and express trains; and

(e) if so, the targets fixed for 1985-85 for implementation in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Statistics are not compiled to determine utilisation of coaches/wagons in terms of hours per day. Vehicle kilometres per vehicle day and wagon kilometres per day are maintained and these figures, during the last 4 years on Broad-gauge, are given below.

Year	Coaches	Wagons
1980-81	314	73.4
1981-82	317	83.7
1982-83	342	86.4
1983-84	355	89.1

There is no limitation to the number of hours out of a day that a coach/wagon can run continuously except that it has to be given scheduled halts, examination, maintenance and servicing at prescribed intervals.

(b) Utilisation of coaches/wagons is dependent on pattern of traffic movement.

(c) In the case of coaches the lie-over period at originating/terminal stations has been prescribed keeping in view the need for time taken in its maintenance and rake links. In the case of wagons it is dependent on the time taken in loading/unloading a wagons by the consignee/consignors and the required time for train examination.

(d) Interchangeability of rake links in the case of Mail/Express has already been adopted as one of the means for improving the utilisation of coaches. But interchangeability of rakes between various trains is not always possible.

(e) Does not arise.

[English]

Expansion of ICDS Programme in the Country

3474. **SHRIMATI JAYANTI PATNAIK :** Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state:

(a) the programme for expansion of the scheme of Integrated Child Development Scheme during the Seventh Plan and when it is proposed to cover all the Blocks in the country; and

(b) the steps taken for training of personnel to meet the needs of this rapidly expanding and vital programme ?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI MARAGATHAM CHANDRASEKHAR) : (a) Government have decided to expand the ICDS Scheme, in a phased manner, during the Seventh Five Year Plan period. It is not possible to indicate by which time all the Blocks in the country will be covered.

(b) The National Institute of Public Cooperation and Child Development, New Delhi, alongwith its regional field units at Gauhati, Bangalore and Lucknow, and a large number of selected institutions run by State Government, autonomous organisations and voluntary agencies have been entrusted with the work of training of ICDS functionaries. Wherever necessary, new training centres are identified by the State Governments and additional capacity is created to meet the increasing need of training.

Scarcity of Drinking Water in Railway Colony at Kharagpur

3475. **SHRI NARAYAN CHOUBEY :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of scarcity of drinking water in the Railway colony at Kharagpur on South Eastern Railway;

(b) whether large number of quarters in the new-settlement colony at Kharagpur were given water pipe line connections nearly two years back;

(c) whether the said quarters have received any water since then;

(d) if not, the reasons therefor;

(e) whether the contractor engaged for digging deep tube well in the area failed to fulfil this obligation in stipulated time; and