

Railway Track Protection Duty to R.P.F.

3724. SHRI AHSAN JAFRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the R.P.F. staff has been entrusted with the duties of protection of railway tracks over and above the usual duties of the force;

(b) whether the protection of railway tracks was entirely the duty of State police till the date of above entrustment to R.P.F.;

(c) though the R.P.F. is purely a railway force the facilities which are ordinarily available to any other railway employee are denied to R.P.F. staff e.g. night allowance duty hours, overtime etc.; and

(d) what is the attitude of Government to the above problems?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes.

(c) and (d). R.P.F. staff are not granted night duty and overtime allowances. As regard duty hours, they normally work for 8 hours. As per R.P.F. Act, 1957 Section 15, all Officers and men of the force are considered to be always on duty and as such the question of overtime allowances for them does not arise. So far as night duty allowances are concerned this demand is under examination.

Manufacture of Locomotives

3725. SHRI R. V. SWAMINATHAN:
SHRI PRASANNBHAI MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways had launched a drive for reducing

foreign dependence in the manufacture of locomotives and coaches;

(b) if so, whether they have been very successful in this regard;

(c) if so, to what extent the same has been reduced;

(d) by what time the target of achieving this will be done;

(e) whether there are at least 1,195 items still on the import list for manufacture of these coaches; and

(f) if so, by what time complete independence is likely to be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes.

(c) Proportion of imported stores to total railway purchases has been reduced from around 23 per cent in 1951-52 to 7 per cent in 1976-77.

(d) Imports are now limited to very essential hard-core and sophisticated items necessitating transfer of specialised technical know-how and heavy investment which cannot be justified for the limited offtake. It would therefore be possible to minimise but not to completely eliminate imports.

(e) No. There are only 4 items on the import list so far as manufacture of coaches is concerned.

(f) The import content of about 2 per cent in manufacture of coaches comprises mostly of sheets and plates of special quality steel, and some roller bearings and wheels for electric multiple unit coaches. Though efforts to develop these items in the country are being made it cannot be said as to when complete independence is likely to be achieved.