

(ब) उनकी मुख्य मांगें, बोलस, विक्रेष तेल भत्ता, सवारी भत्ता, मकान किराया भत्ता मंहवाई भत्ते में वृद्धि, कुछ वेतन मांगों की सीमा में वृद्धि आदि से संबंधित थी, मांगों पर इंडियन आयल कारपोरेशन द्वारा संघ के साथ इस समय चर्चा/समझौता बार्ता चल रही है।

#### Wagons held up due to Floods

\*424. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons that have been held up at different yards on the Central, Northern, South Eastern and Eastern Railways on account of the recent floods; and

(b) whether they have all been transhipped now?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) The number of wagons held up was:

Railway	Number of wagons held up
Central . . . . .	466
Northern . . . . .	1218
South Eastern . . . . .	7000
Eastern . . . . .	20000

(b) Yes, Sir. All these wagons have been cleared.

#### Railway Construction Contracts in Iran

\*425. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways have secured Railway construction contracts and tenders from Iran;

(b) if so, the description of the project and the foreign exchange cost and the expected earnings from it;

(c) whether such projects have been planned in other countries; and

(d) if so, which and what are those projects?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No Sir.

(b) Does not arise.

(c) and (d). The Indian Railways have not so far secured any contracts in other countries.

#### Covered Goods Shed at Okhla Station

3984. SHRI R. P. TRIPATHI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3323 on 4th December, 1973 regarding inward and outward wagons handled at Okhla station in Delhi and state:

(a) whether it is a fact that no covered goods shed has been provided so far;

(b) whether it is a fact that a Member of Lok Sabha has represented to the Railway Administration for provision of a covered goods shed at Okhla; and

(c) if so, give reasons for so much delay and the action taken for providing a covered goods shed?

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

(b) Yes and a reply was sent.

(c) On account of various other proposals which were under consideration in connection with the Metropolitan Transport Project, the location of the proposed goods-shed could not be settled earlier. Necessary steps have now been taken to process the provision of a covered goods-shed at Okhla station, along with other facilities like Goods Platform, Enclosed shed etc. The work will be considered for inclusion in the future Works Programme of the

Railway subject to availability of funds.

**Rail Users' Welfare Association,  
Rohtak**

3985. SHRI P. A. SANGMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rail Users' Welfare Association, Rohtak letter No. RUWA/ROK/201 dated the 18th, October, 1978 has been received by him; and

(b) if so, what is the position of the following points raised therein:

(i) Inter-change of paths of 4DR/2TR trains Ex. Rohtak;

(ii) Putting back of CT 1 by 10 minutes at NZM to give connection to 4DR train at Delhi Kishanganj on the proposed path;

(iii) Provision of stoppages of 2TR train at Sadar Bazar and that of 4DR at Mundka and Mangolpuri stations (on their proposed revised paths); and

(iv) Dieselisation of 2TR and 1TR Suburban trains between Rohtak and Tilakbridge stations?

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

(b) The position regarding the points raised in Rail Users' Welfare Association, Rohtak letter No. RUWA/ROK/201 dated the 18th October, 1978 is as under:—

**INTERCHANGE OF PATHS OF 4DR/2TR TRAINS EX. ROHTAK.**

4 DR and 2 TR are very well patronised on their existing schedules. 2 TR serve the commuters attending offices in New Delhi and while 4 DR serves suitably the commuters bound for Old Delhi area. The composition of these trains are also different, while 2 TR has 15 coaches, 4 DR is running with 10 coaches. The inter-

changing of paths of these trains will be highly resented by the present users. In past, there has been a counter representation from the other passenger Association against change of the paths of these trains. Keeping in view the larger interest of the travelling public, it is not proposed to interchange the paths of 2 TR and 4 DR.

**PUTTING BACK OF CT v BY 10 MINUTES EX. HAZRAT NIZAM-UDDIN TO GIVE CONNECTION OF 4 DR TRAIN AT DELHI KISHANGANJ ON THE PROPOSED PATH.**

The question of provision of connection of CT 1 to 4 DR on its proposed revised path at Delhi Kishanganj does not arise as the exchange of paths of 4 DR and 2 TR is not desirable as already mentioned.

**PROVISION OF STOPPAGE OF 2 TR AT SADAR BAZAR AND THAT OF MUNDKA AND MANGOLFURI STATION ON THEIR PROPOSED REVISED PATHS.**

As the exchange of paths of 2 TR and 4 DR is not desirable, the provision of stoppage of 2 TR on revised paths at Mundka Halt and Mangolpuri does not arise. It may be mentioned here that 2 TR in its present schedule is already stopping at these two stations. Provision of stoppage of 2 TR at Sadar Bazar is not desirable from the safety point of view as the B.G. Platform at Delhi Sadar Bazar can accommodate only 6 to 7 coaches while 2 TR has a normal load of 15 coaches. A number of coaches will therefore remain out of the platform.

**DIESELISATION OF 2 TR AND 1 TR SUBURBAN TRAINS BETWEEN ROHTAK AND TILAKBRIDGE STATION.**

Dieselisation of 1 TR/2 TR suburban trains between Rohtak and Tilak Bridge is not feasible at present for want of spare diesel locomotives.