

many steam Locomotive Workshops and Sheds are closed ;

(b) whether it is also a fact that Kancharapara Workshop and Bhusaval Loco Shed have been converted into Electric Loco Shops;

(c) if so, what are the difficulties in converting Parambur Loco Workshop of the Southern Railway also into an Electric Workshop; and

(d) if not, what proposals are there to protect the interests of the staff working there ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) No steam loco workshop has yet been closed but some sheds have been closed. Steam Loco workshops have reduced their output.

(b) Kancharapara workshop has been converted from a steam loco shop to an electric loco shop but Bhusaval workshop was built as an electric loco workshop only.

(c) and (d) Railways are conducting a study to convert Parambur steam loco workshop to an electric loco workshop. Conversion to an electric loco workshop is one of the possible alternatives being considered for Parambur shops as steam loco holding reduces.

Utilisation of surplus capacity of Railway Workshops for wagon Manufacture

5379. **SHRI R. L. BHATIA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have considered the desirability of

utilising the surplus capacity of the Railway workshops for the manufacture of railway wagons ;

(b) if so, the number of wagons for which orders had been or are being placed on such workshops; and

(c) if not, the reasons for not properly utilising this surplus capacity in view of the around shortage of wagons.

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) Yes.

(b) In 1981-82 Railway Workshops are to manufacture 1600 wagons in terms of 4-wheeler units.

(c) Does not arise.

Workload Indices in Civil Engineering Department

5380. **SHRI ZAINUL ABEDIN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the factor of workload used in arriving at the workload indices in Civil Engineering Department is Integrated Track Kilometre;

(b) If so, what are the integrated track kilometres for each zonal railway including the production units in the preceding ten years ;

(c) what are the total number of staff in Civil Engineering Department for each zonal railway including the preceding ten years ; and

(d) whether there has been any increase or decrease in each category of staff in Civil Engineering Department due to increase or decrease in the Integrated Track Kilometre ?