

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 ?

THE DEPUTY MINISTER IN THE MINISTRIES OF RAILWAYS AND EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes, so far as the workload of Assistant Engineers and Divisional Engineers is concerned.

(b) A statement showing the 'Integrated track kms., for each of the zonal railways for each of the years 1970-71 to 1979-80 is laid on the Table of the House. [Placed in Library. See No. LT-3270/81] Similar information for the Production Units is not compiled as the extent of running track maintained by each Production Unit is almost negligible.

(c) The total number of staff excluding construction and casual labour in the Civil Engineering Department of each Railway during each of the ten years 1970-71 to 1979-80 is also shown in the statement referred to in item (b) above. Figures for 1980-81 have not yet been compiled.

(d) 'Integrated track kms.' is a broad concept devised to represent in terms of a single unit, the overall work load involved in maintenance of different assets maintained by the Civil Engineering Department viz. track, buildings, bridges, tunnels, water supply installations, quarries etc. and is used for determining the strength of gazetted officers in categories of DENs and AENs only. The non-gazetted staff strength in individual categories depends on the Workload involved in the maintenance of specific individual assets for which they are employed. It would not, therefore, be proper to view the staff strength in individual categories of non-gazetted staff in relation to Integrated track kms.

The increase in regular staff strength over the past ten years as reflected in the statement referred

to against items (b) & (c) above has been due, apart from the increase in assets, to decasualisation of casual labour.

गोबारा (मध्य प्रदेश) में रेलवे फाटक पर डोरियर (अवरोधक)

5381. श्री के.ए. भूषण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश के जिला रायपुर में गोबारा नयापाडा में रेलवे फाटक पर एक अवरोधक का निर्माण करने का प्रश्न सरकार के विचाराधीन है;

(ख) क्या यह सच है कि ग्रामीण लोगों ने इस प्रयोजन के लिये रेलवे विभाग के पास पैसा भी जमा कर दिया है;

(ग) यदि हां, तो कितना;

(घ) अवरोधक के निर्माण में विलम्ब के क्या कारण हैं और विलम्ब को दूर करने के लिये सरकार द्वारा क्या कदम उठाये जा रहे हैं; और

(ङ) अवरोधक का निर्माण कब तक पूरा कर लिया जायेगा ?

रेल तथा शिक्षा और समाज कल्याण मंत्रालयों तथा संसदीय कार्य विभाग की उप मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) जी नहीं ।

(ग) प्रश्न नहीं उठता ।

(घ) दिसम्बर, 1979 में, गोबारा-नयापाडा नगर पालिका, जिसने इस प्रयोजन के लिए 13,300 रुपये जमा किये थे, के लिए अभनपुर-रायपुर छोटी लाइन खंड के बीच 870/9-10 कि. मी. पर बिना चांकीदार वाले एक समपार की व्यवस्था 'निक्षेप' कार्य के रूप में की गयी थी । डोरियर लगाने और उस पर चांकीदार की व्यवस्था करने का प्रारंभिक और आवर्ती खर्च नगर पालिका अथवा राज्य सरकार को वहन करना पड़ेगा । अभी तक लागत वहन करने के वचन के साथ ऐसा कोई प्रस्ताव रेलवे को प्राप्त नहीं हुआ है । अतः रेल प्रशासन की ओर से कोई विलम्ब नहीं हुआ है ।

(ङ) प्रश्न नहीं उठता ।