

other study covered a few terminals of Western Railway. These studies were taken up in 1978 and completed in 1979.

(b) and (c). Board observed that the first study contained some such conclusions/suggestion which did not lend themselves to improvement by Operational Research methods. Out of the 8 rake links suggested in this study, 7 were found impracticable. One concerning rakes of trains 9 DN/ 10 UP Bombay VT, Madras, and 5 DN/ 6 UP Bombay VT, Firojpur, is again examined. Some rake links suggested for revision in the Western Railway study did not appear realistic, but the one pertaining to 39 DN/ 40 UP Bombay Central, Vadodara, 45 DN/46 UP Bombay Central, Vadodara and 41 DN/42 UP Bombay Central, Viramgam has been tried and also found not workable.

#### Average actual speed of goods and passenger trains

763. SHRI ATAL BIHARI VAJ-PAYEE:  
SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the designed, allowed and booked maximum speeds of the modern track, diesel and electric engines, modern coaches and roller-bearing BOX wagons;

(b) what have been the average actual speeds of goods and passenger trains employing modern tracks, engines, coaches and wagons in the last three years and the current year;

(c) details of steps taken in these years to reduce under utilisation of rolling stock and track due to low actual speeds; and

(d) what average speeds are proposed for the current and the coming years for goods and passenger trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The maximum permissible speed on any section of Railway line is sanctioned in relation to the track structure (viz, rail section, sleeper density, ballast cushion, type of formation and their condition) grades, curves, strength of bridges, standard of signalling etc. It is also different for different types of rolling stock on the same section. The maximum permissible speed, therefore, varies from section to section and for different types of rolling stock and these are incorporated in Railways working time tables. The designed and maximum sanctioned speeds of modern track, diesel and electric engines, modern coaches and roller bearing box wagons are given below:

	Designed speed	Maximum sanctioned speed	Remarks
1	2	3	4
(i) Modern track	130 to 160 kmph with 60 kg./52 kg rails concrete sleepers elastic fastenings, 30 cms ballast cushion etc. good formation on curves upto 1.25 curvature on Group 'A' routes, subject to higher standard of maintenance.	130 kmph (on New Delhi—Howrah route) 120 kmph on Delhi-Bombay Rajdhani route.	Modern track is available only in patches, as it is being laid only where renewals are being done and according to availability of material and funds.

1	2	3	4	5
(ii)	WDM-4 Diesel Loc.	130 kmph	130 kmph	
(iii)	WDM-2	120/105	120/100	
(iv)	WAP-1	130 kmph	100 kmph	Being raised to 120 kmph
(v)	WAM-4	110/105	110/100	
(vi)	ICF all coil coaches fitted with DA/QA valves	130 kmph	130 kmph	With augmented Brake power 16 t Bogies, solid wheels and maintained to a higher standard as per Technical pamphlet C-7807.
(vii)	Box wagons fitted with roller bearings	75 kmph	75 kmph	

(b) Overall average speeds including halts (kms/per hour) during the last three years have been as under :

Type of Train	Broad Gauge			Metre Gauge		
	1979-80	1980-81	1981-82	1979-80	1980-81	1981-82
E.M.U.	33.8	33.0	32.5	32.4	32.0	31.3
Mail/Exp.	48.3	47.7	47.2	35.6	35.2	35.0
Pass. Trains	26.7	26.7	27.0	24.5	24.3	24.4
Mixed Trains	26.0	25.4	24.8	17.5	18.0	18.6
Average speed of All Goods Trains (all Traction)	19.5	19.7	20.8	14.8	15.1	16.1

The average speed of goods trains in the current year (upto July 1982, the latest data available) compared with the corresponding period of last year was as under:

	(Kms per hour)	
	April to July	
	1981	1982
B.G.	20.3	21.3
M.G.	16.0	16.3

As regards passenger trains, this is worked out only on annual basis and as such data for 1982-83 are not yet available.

(c) In order to improve utilisation of rolling stock for movement of goods traffic certain new managerial innovations were introduced in the freight operation in the last two years. The innovations included, steps taken to segregate the wagons fitted with roller bearing and brass bearing centre buffer couplers from the conventional type of wagons, to avoid coupler-incompatibility, and their formation into unit trains; formation of Jumbo Rakes with covered wagons and sherpa Rakes with flat BRH type of wagons,

which are higher pay load unit trains for carriage of bulk commodities over longer loads at higher speeds; and to end running of through goods trains, optimisation of loads of goods trains, identification and condemnation of overaged wagons and engines on age-cum-condition basis which are uneconomical for repairs; more and more dieselisation/electrification of track, introduction of close circuit rakes, development of high capacity, high speed wagons known as BOX 'N' wagons etc.

(d) As regards speeds for passenger trains these are worked out periodically and are related to the schedule of these trains. Regarding goods trains the speeds both on B.G. and M.G. have improved from 20.3 and 16.0 to 21.3 and 16.3. As an impact of the innovations enumerated above these speeds are likely to improve further.

#### **Non-availability of blood bank facilities in hospitals of Bihar**

764. SHRI TARIQ ANWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the fact that about 80 per cent of the Government hospitals in Bihar have no blood bank facilities with the result that many precious lives which could be saved are lost; and

(b) whether the Central Health Ministry has any proposal to grant funds to start blood bank in Government Hospitals in Bihar?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) According to information available, 19 blood banks are functioning in Government hospitals in Bihar.

(b) No.

#### **Extending Gour Express upto Katihar**

765. SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no direct train between Katihar and Howrah;

(b) whether Government are aware of the fact that there is great necessity of a direct Express train between these two stations and there is a continued public demand for this; and

(c) whether it is possible to extend Gour Express presently running between Howrah and Malda upto Katihar so that the problem may be solved for the time being?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b). 347/348 Howrah-Katihar Passenger train provides a direct daily service between Howrah and Katihar. Besides this, one partial 3-tier sleeper coach is running between Katihar and Howrah by 165Up/166Dn Janata Express and two coaches viz. one 1st-cum-second class and one 3-tier sleeper coach are also running between Sealdah and Katihar by 43Up/44Dn Darjeeling Mail and connected trains. These arrangements adequately cater to the needs of the travelling public of Katihar and Calcutta.

(c) It is operationally not feasible at present to extend Gour Express upto Katihar due to lack of adequate terminal facilities at Katihar. This will also deprive Malda Town of the only originating Express train.

#### **Problems of Shipping Companies**

766. SHRI TARIQ ANWAR:  
PROF. RUPCHAND PAL:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that atleast 20 shipping companies are contemplating to declare lay-off in their establishments because of poor liquidity position;

(b) whether it is also a fact that seven shipping companies in the country have already closed down their operation following serious financial crisis; and

(c) what action Government are going to take to ease out the problems of shipping companies?