

mitted for periodical overhaul etc. in workshops. 2.5 per cent for coaches awaiting entry into workshops and 4 per cent for coaches which are marked sick and require attention in sick-lines. Against this, the total ineffective percentage in the last three years for which data are available was as under:—

	Broad gauge	Metre gauge
1979-80	13.90	11.52
1980-81	14.47	12.75
1981-82	15.72	11.55

(c) Steps are being taken to standardise rake composition of long distance trains in

order to improve utilisation of coaching stock. With gradual standardisation of the composition, more and more rake links would be integrated thereby improving the utilisation of coaching stock. With effect from 1st October, 1982 rakes of South-bound trains, viz. 123/124 AP Express, 121/122 Tamilnadu Express and 125/126 Kerala Express and 127/128 Karnataka Express have been standardised. The rake links of 143/144 Kalinga Express and 77/78 Utkal Express have been integrated in order to increase the frequency of Kalinga Express from once a week to thrice a week.

(d) The terminal lie-over at both the ends of the rakes of the trains are given below:—

Train	Station	Lie over	
		Hrs.	Minutes
79/80 Taj Express	Agra cantt.	8	40
	New Delhi	8	40
59/60 Gitanjali Express	Howrah	24	05
	Bombay	7	55
29/30 Lucknow Mail	Lcknow	14	05
	New Delhi	13	40
5/6 Ferozpur-Bombay Mail	Ferozpur	14	30
	Bombay	27	45

The lie-over time of each rake is arrived at keeping in view the times of departure and arrival of the trains at terminals. These times have to take into account the passenger conveniences and paths available *en route*. In addition, terminal lie-overs have to cater for the time required for maintenance of rakes both from the point of view of passenger amenities and safety for the services for which they have to be used. These terminal timings are considered inescapable for the types of services and therefore do not involve any loss of revenue.

Capacity Utilisation of Coach Manufacturing Units

3048. SHRI ATAL BIHARI
VAJPAYEE:
SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what has been the capacity utilisation of coach manufacturing units, namely, ICF, BEML and Jessop Co. in the periods 1974—78, 1978—81, and 1981-82;

(b) what is the estimated loss in railway earnings due to the under-utilization of the coach manufacturing units resulting in shortages of running coaches; and

(c) if there is underutilization of the existing capacity for manufacturing coaches, is there any proposal to open another coach factory?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) The licensed/installed capacities

of ICF, BML and Jessops are 750 coaches (including EMUs), 300 coaches and 350 coaches (including EMUs), respectively.

However, the capacity utilisation has to be evaluated with reference to the manufacturing potential of these units.

The table below indicates the targeted production for these units for various years via-a-vis actual production, which would indicate that the available manufacturing potential of these 3 units is presently being fully utilised:

Year	I.C.F.		B.E.M.L.		JESSOP	
	Production planned by the Rlys.	Actual	Production planned by the Rlys.	Actual	Production planned by the Rlys.	Actual
1974-75	570	570	256	253	208	207
1975-76	517	517	200	220	120	178
1976-77	571	575	100	180	98	146
1977-78	652	671	260	211	12	15
1978-79	750	752	275	223	36	22
1979-80	710	712	300	250	157	62
1980-81	714	729	270	176	98	26
1981-82	720	730	270	300	132	43

(b) It is not possible to quantify loss, if any, sustained with any degree of accuracy.

(c) As the present manufacturing potential of the existing units is considered not adequate to meet our future levels of demand, it has been proposed to set up a new coach manufacturing unit in Railway sector.

Steps to check Drug Addiction among Young Medical Graduates

3049. SHRI TARIQ ANWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that use of drugs for non-medical purpose has assumed alarming proportions and one fourth to one-third of adults use one or the other drug without prescription;

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(b) whether it is also a fact that the drug addiction is most rampant among young medical graduates; and

(c) whether Government are considering any proposal to check this habit among the youth?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b). The Government have no such information.

(c) Does not arise.

Withdrawal of "Dianabol" from Market

3050. SHRI TARIQ ANWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that "Dianabol" an anabolic agent which was generally