

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA)**: The suggestions for printing serial number on both the ends of the tickets and issuing the full ticket itself to a child at half fare after cutting it diagonally, could not be accepted due to introduction of the system of printing the names of commencing and destination stations and other particulars in three languages viz. Regional, Hindi and English in Printed Card Tickets. This required more space and did not permit of printing a small triangular portion in the ticket which could be cut when the same was issued to a child or showing the necessary details on each of the two halves of a ticket when cut diagonally.

**Residential Accommodation for Goods Clerks employed at Goods Shed, Carnac Bridge (Western Railway)**

4082. **SHRI ONKAR LAL BERWA**. Will the Minister of RAILWAYS be pleased to state

(a) the total number of Goods Clerks employed in Western Railway, Goods shed at Carnac Bridge Depot in different grades;

(b) out of the Goods Clerks referred to in part (a) above, how many have been provided with residential accommodation by the Railways;

(c) whether Government are aware that these staff are residing at distant places ranging from 15 kilometres to 60 kilometres from their working places; and

(d) the arrangements made by Government to minimise the hardship of the staff in regard to residential accommodation?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA)**: (a) 530.

(b) 6.

(c) Yes.

(d) For allotment of quarters, 'essential' staff is given preference as they are liable to be called for duty at any hour at short notice. The construction of additional quarters depends on the availability of funds. Accordingly, Goods Clerks at Carnac Bridge Depot who are classified as 'non-essential' have to await their turn as it has so far not been possible to provide accommodation to them.

**Fixation of Pay of Ex-combatant War Service candidates**

4083. **SHRI PHOOL CHAND VERMA**: Will the Minister of RAILWAYS be pleased to state:

(a) whether on the Railways, the initial pay of a civilian/non-combatant war service candidate with even one year's war service, reappointed against temporary vacancies on the Railways was fixed at Rs. 59 in the scale of Rs. 55-130 (CPS) whereas the initial pay of an ex-combatant war service candidate (clerical cadre) with more than six years war service (last basic pay drawn more than Rs. 80) was fixed at Rs. 55;

(b) if so, the reasons for this discrimination, and

(c) the initial pay fixed for an ex-combatant war service candidate referred to above?

**THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA)**: (a) to (c). The Railways have been following the same orders as other Ministries. The non-combatant clerks, before absorption, were in scales identical to those after absorption and hence, under the normal rules, they have been given benefit of earlier service for fixation of pay. The combatant clerks were on different scales and hence not entitled to this benefit. But, as a special case, they have been given a similar benefit from 1.1.1956 by grant of advance increments.

**Non-payment of City Compensatory Allowance to Railwayman on deputation to Indian Air force during 1962 Emergency**

4084. **SHRI PHOOL CHAND VERMA**: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railwaymen called upon for service with the Indian Air Force during the Emergency (1962) as Auxiliary Airmen were not paid the City Compensatory Allowance at the civil rates in contravention of the Railway Board's directive issued vide No. E (MG) 57 ML-3/3 dated the 21st November, 1957 and the undertaking given to the employees under 'No Objection Certificate' at the time of their enrolment;

(b) whether any representations have been received in this connection; and

(c) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) to (c). Information is being collected and will be laid on the Table of the Sabha

#### "Sick Wagons" on Railways

4065. SHRI B. S. MURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Wagons reported sick during March-April, April-May and May-June, 1971;

(b) what was the percentage of decrease or increase of wagon sickness during the same period last year; and

(c) the reasons for the same?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

#### Damaged wagons at Dandi-Kalan near Ludhiana

4066. SHRI K. N. TIWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of damaged wagons are standing at Dandi-Kalan, near Ludhiana Junction for the last so many years; and

(b) if so, the reasons why these wagons have not been shifted to a proper place?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA): (a) No.

(b) Does not arise.

#### Shortfall of Power

4067. SHRI DHANDAPANI: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether actual shortfall of power by

the end of the Fourth Plan is likely to be of the order of 4 million Kw;

(b) whether Government have formulated a long-term power policy for the next 20 years; and

(c) the steps taken by Government to bridge the widening gap between availability and requirement of power?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL): (a) As against a total estimated load demand of 18 million kW at the end of the Fourth Plan which would need 26 million kW of installed generating capacity in the country, the targetted capacity is only 23 million kW thus resulting in a shortfall of 3.00 million kW of generating capacity. A review of the schedules of construction of power stations sanctioned for commissioning during the Fourth Plan indicate that there would be a shortfall of 1.8 million kW in the achievement of the Fourth Plan target of 23 million kW by the end of 1979-74 due to slippages in the dates of delivery of equipment in the case of some projects and delay in progress of civil works in others. Thus the total shortfall in power generating capacity at the end of the Fourth Plan would be 4.8 million kw, if the load demand to the extent of 18 million kW were to materialise.

(b) The Ministry of Irrigation and Power have prepared a Power (Generating) Plan covering the decade 1970-71 to 1980-81, under which a total installed generating capacity of 52 million kW in the country by 1980-81 is visualised. The locations of the various power projects have been identified in this Plan. Further projection of this plan to give a perspective of 15-20 years is under consideration.

(c) The following steps have been taken to bridge the widening gap:

(i) expediting the delivery of generating plant and equipment;

(ii) accelerating the progress of works wherever possible;

(iii) periodical review of the progress of manufacture of generating plant and equipment and their coordination with the progress of civil works.