

(b) whether Government have any plan to wipe out this loss by extending any more trains to Kerala; and

(c) whether Government are thinking of at least making a survey to this effect?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Information relating to the losses on the railways is not compiled statewide but Railwaywise.

(b) and (c) Do not arise.

Dieselisation of 1/2 Mangalore-Madras Mails

3766. **SHRI C. H. MOHAMED KOYA:** Will the Minister of RAILWAYS be pleased to state :

(a) whether 1/2 Mangalore-Madras Mails are proposed to be dieselised; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Dieselisation of passenger carrying trains is being done on a programmed basis having regard to the total availability of diesel locomotives, which are primarily required for clearance of essential goods traffic. Currently, on account of shortage of diesel oil, dieselisation of passenger trains has been slowed down. As and when the situation improves, dieselisation of 1/2 Madras-Mangalore Mail will be considered alongwith other similar demands.

Loss to industries due to Non-availability of Wagons in Kerala

3767. **SHRI C. H. MOHAMED KOYA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether industries in Kerala region have suffered a lot due to non-availability of adequate number of railway wagons; and

(b) the steps proposed to be taken for the regular supply of wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Demand for wagons from various industries in Kerala have been met to the maximum extent possible. There has been occasional delay in supply of wagons whenever inter-railway movement had to be regulated as a consequence of Locomen's strikes, agitations by the staff and the public, civil disturbance etc.

(b) Special arrangements have been made to supply the wagons in block specials.

Operational Efficiency of Railways due to Dieselisation

3768. **SHRI SATYENDRA NARAYAN SINHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the operational efficiency of the Railways has been going up ever since dieselisation was introduced;

(b) if so, whether the travelling public has been able to obtain any benefit in the form of reduced fares and freight and more amenities because of higher operational efficiency;

(c) whether the Railways have carried out any cost benefit analysis of dieselisation; and

(d) if so, the result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no single index to measure the overall operational efficiency of the Railways. However, the various indices of engine utilisation e.g., engine-kilometres per day per engine on line, loads of trains, net-tonne-kilometres per goods engine-day on line, net-tonne-kilometres per goods engine-day in use and net-tonne-kilometres per engine-hour, have improved substantially, since introduction of modern modes of traction, such as diesel and electric.

(b) The benefits of improved operational efficiency resulting from modern traction including diesel traction have enabled the Railways to absorb largely the impact of