

(iv) जिस स्टेशन से स्पेशल गाड़ी चलती है, वहां 3000 रु० की प्रतिम राशि जमा कर देनी चाहिए। इसमें से 1000 रु० किराये में समायोजित कर दिये जायेंगे और शेष 2000 रुपये में से, जो रेलवे के पास रह जायेंगे, यात्रा पूरी होने पर, रेलवे को देय यदि कोई राशि होगी समायोजित कर दी जायेगी और शेष राशि पार्टी को वापस कर दी जायेगी। यह राशि अन्य प्रभारों के लिए जमा करायी जाती है जो पार्टी के अनुरोध पर प्रस्थान मध्यवर्ती या गन्तव्य स्टेशनो आदि पर गाड़ियों को ठहराये जाने के कारण देय होगी।

(ग) पिछले तीन वर्षों के दौरान किसी राजनैतिक दल या किसी अन्य के लिए किसी स्पेशल गाड़ी को चलाने के सम्बन्ध में कोई व्यवस्था नहीं की गयी है।

(घ) स्पेशल गाड़ियों और बोगियों के आरक्षण के मामले में राजनैतिक दलों को किसी प्रकार की विशेष सुविधाएं प्रदान करने का कोई प्रस्ताव नहीं है। इस प्रकार की स्पेशल गाड़ियां चलाने के लिए जनता के लिए जो सामान्य नियम लागू हैं वे ही राजनैतिक दलों द्वारा संगठित स्पेशल गाड़ियों पर समान रूप से लागू होंगे।

C.L.W. Running Below rated capacity

2011. SHRI KUMAR MAJHI:

SHRI R. S. PANDEY:

SHRI M. RAM GOPAL
REDDY:

SARDAR SWARAN SINGH
SOKHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Chittaranjan Locomotive Works

is working below the rated capacity; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The production planned for the IVth Plan period has been achieved by the Chittaranjan Locomotive Works in respect of diesel shunting locomotives. There has, however, been a shortfall in the manufacture of electric locomotives, mainly due to production of several diverse types of locomotives and design modifications in traction motors. In addition, delayed and inadequate receipt of supplies of imported and indigenous equipment, tardy development of indigenous industry, continuing power shortage and disturbed conditions in the Eastern region has affected work in Chittaranjan Locomotive Works and in ancillary workshops from whom spares/raw material is received. Necessary steps have already been initiated to overcome the difficulties experienced in the recent past with a view to achieve the targets of production in consonance with availability of funds which is now the limiting factor, affecting both diesel and electric loco production.

Cooking Gas Agencies in Gujarat

2012. SHRI ARVIND M. PATEL:
SHRI D. P. JADEJA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of cooking gas agencies functioning in Gujarat State, Station-wise of Indian Oil, ESSO and Burmah Shell;

(b) whether Government are considering to open more agencies in Gujarat in the near future; and

(c) if so, under what terms and the stations selected?

**THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI C. P. MAJHI):**

(a) The number of cooking gas agencies in Gujarat State, Station-wise are given below company-wise:—

Indian Oil Corporation Limited

Station	No of distributors
Baroda	2
Jamnagar	1
Surat	2
Ahmedabad	10
Candhinagar	1
Nadiad	1
Broach	1
Anand	1
Godhra	3
Rajkot	2
Bhavnagar	2
Jawaharnagar	1
Junagadh	1
Porbandar	1
Surendranagar	1
Bhuj	1
Morvi	1
Dohad	1

Hindustan Petroleum Corporation Ltd.

(through their main distributors
M s. Kosangas Company)

Surat	4
Anand	1
Nadiad	1
Petlad	1
Baroda	2
Vapi	1
Bulsar	1
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M/S BURMAH SHELL

1. Ahmedabad
2. Anand with branches at Vallabhvidhyanagar and sub-agencies at Borshad, Petlad and Cambay.
3. Baroda.
4. Billimora with a branch at Navsari.
5. Broach with branch at Ankleshwar and sub-agency at Rajpipla.
6. Bulsar with branches at Atulnagar and Pardi.
7. Mahsane with branches at Visnagar, Sidhpur, Kalol, Patan and Palanpur.
8. Nadiad with branches at Dakor, Kaira, Kapadwanj, Kathlal, Mehemdabad, Sevalia, Sotithra, Unreth and Vaso.
9. Surat with sub-agencies at Bardoli, Madhi, Kadod and Vyara.
10. Vapi.

(b) and (c). New agencies are opened by the oil companies depending on the potential of the area, product availability, nearness of the market to the area etc. Taking into consideration these factors, HPCL and Bur-

mah Shell have no plans of opening any new agencies in the near future. IOC have already selected distributors under its normal policy for the following towns and these distributorships will be commissioned as soon as the necessary facilities are available.

(1) Dorji/Upleta, (2) Gandhidham/Kandla and (3) Anjar,

Survey for linking Hazaribagh Town with Rail

2013 SHRI DAMODAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for linking Hazaribagh town with rail has been completed; if not, what is the progress so far; and

(b) when will the actual construction work start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Field work in connection with the appreciation report for the rail link to connect Hazaribagh town has since been completed and the preparation of the report is in progress.

(b) The decision about taking up the construction work will be taken up after the survey report is received and examined and keeping in view the availability of funds.

Cost of Production of Crude from Bombay High

2014. SHRI MOHINDER SINGH GILL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether any estimate of cost of production of crude from the Bombay High has been made comparing it with that of the imported crude?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

No, Sir. Only after assessing the full production potential and establishing the regular commercial production from the Bombay High structure, it will be possible to estimate the cost of production of crude.

Development of a Petrol Saving Device

2015. SHRI NAWAL KISHORE SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to the reported discovery of a petrol saving device by a senior police officer and an award winner of the Inventions Promotion Board;

(b) if so, whether Government are considering to commission the device in the near future;

(c) the salient features of the device and the extent to which such a device would be helpful in saving the consumption of petrol;

(d) whether this device has been tested by Government laboratories; and

(e) if so, further steps proposed to utilise the same to save petrol?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) to (e). The information is being collected and will be laid on the Table of the House.

Production at Fertilizer Plant at Talcher

2016. SHRI CHINTAMANI PANIGRAHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the fertilizer plant at Talcher will go into stream by the end of 1975;

(b) if not, by what time its production will start;