

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) The number of third class sleeper coaches in use at present on the Indian Railways is as under:—

B.G.	667
M.G.	370

(b) It is proposed to build 135 additional B.G. third class sleeper coaches during 1967-68. Besides these, provision has been made tentatively for building 555 B.G. and 550 M.G. more third class sleeper coaches during the Fourth Plan Period.

#### Diesel Locomotives

2922. **Shri H. C. Linga Reddy:**  
**Shri P. R. Chakraverti:**  
**Shri Vishwa Nath Pandey:**  
**Shrimati Savitri Nigam:**

Will the Minister of Railways be pleased to state:

(a) the extent to which diesel locomotives have replaced the coal engines on the Indian Railways;

(b) whether the same would be extended in the Fourth Plan period;

(c) if so, to what extent; and

(d) the comparative advantages of such replacements in cost, comfort and speed?

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** (a) Dieselisation of through goods trains on a few routes was started in 1958 and progressively more and more sections have been so dieselised. With an increase in the diesel locomotive fleet from 171 in 1958 to 727 in 1966, the percentage of net tonne kilometers of freight traffic hauled by these locomotives to the total freight hauled has gone up from 4.2 per cent in 1958-59 to 33 per cent in 1965-66. The diesel locos are primarily intended for hauling through goods services. However, some selected passenger trains as de-

tailed below have also been brought under diesel traction:

1. Howrah—Madras Mails.
2. Southern Express|De-luxe trains between Delhi and Madras.
3. Vrindavan Expresses between Madras and Bangalore.
4. Howrah-Kalka Mails between Howrah and Asansol and between Mughalsarai and Delhi.
5. Frontier Mails between Bombay and Delhi.
6. Howrah—Amritsar Mails.
7. Two pairs of long distance Narrow Gauge passenger trains between Nagpur and Nainpur and between Gondia and Jabalpur.

In addition, some suburban services in Delhi area and all passenger trains on the hill Sections of Kalka-Simla and Neral—Matheran are being hauled by diesel locos.

(b) Yes, Sir.

(c) The progressive dieselisation of Railway traction has been programmed so as to maximise the output from diesel locomotives and keeping in view the availability of funds, indigenous capacity for the manufacture of Rolling Stock and other equipment etc.

(d) Diesel locomotives haul heavier loads at higher average speeds than steam. The use of diesel locomotives thus speeds up movements and increase the throughput generally which in turn increase the line capacity of the route. The cost of a diesel locomotive is, however, much more than of a steam locomotive. The costs of operation depends on various factors such as the characteristics of the section, the traffic density, the composition of the traffic, the cost of fuel and the services on which the locomotives are employed. The comparative costs would thus vary depending on such

factors as obtain on particular sections. However it may be stated that on sections dealing with high densities of traffic, diesel traction besides having operational advantages is generally more economical than steam operation.

**Fertilizer Unit of the Rourkela Steel Plant**

2923. **Shri S. C. Samanta:**  
**Shri Subodh Hansda:**  
**Shri P. C. Borooah:**  
**Shri M. L. Dwivedi:**  
**Shri Bhagwat Jha Asad:**  
**Dr. M. M. Das:**

Will the Minister of Iron and Steel be pleased to state:

(a) whether there is any prospect of a Naptha Unit coming up soon at the Fertilizer Unit of the Rourkela Steel Plant;

(b) if so, whether global tenders have been invited for the supply of designs and erection of the unit; and

(c) how many firms have submitted their tenders and when the tenders will be opened and a final decision taken in this regard?

The Minister of Iron and Steel (Shri T. N. Singh): (a) to (c). For the Naptha Reforming Unit to be set up at the Fertilizer Unit of the Rourkela Steel Plant, tenders were invited from West German firms, Tenders were received from 3 firms and were opened on 31st March, 1966. The contract for the design, supply, erection, putting into operation and supervision of Civil Engineering works of the Naptha Reforming Unit has since been awarded, on the First August, 1966. The plant is expected to be commissioned by June, 1968.

**Sale of Spurious Aerated Drinks by Railway Contractors on South-Eastern and Eastern Railways**

2924. **Shri S. C. Samanta:**  
**Shri Subodh Hansda:**  
**Shri Bhagwat Jha Asad:**  
**Shri M. L. Dwivedi:**

**Dr. M. M. Das:**  
**Shri P. C. Borooah:**

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railway Vigilance staff detected in October, 1965 some spurious aerated water factory in which the railway contractors of the South Eastern and Eastern Railways were involved;

(b) whether it is also a fact that 11 persons were arrested in this connection; and

(c) whether any enquiry was made and, if so, the result thereof?

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): (a) Yes.

(b) 12 persons were arrested in this connection, but one was discharged.

(c) Investigations were made with the help of the Detective Department of Calcutta Police and in September, 1966 chargesheet was filed against the 11 arrested persons in the Court under Section 120-B/420, 420 I.P.C. The case is *sub judice*.

**Hindustan Machine Tools Ltd.**

2925. **Shri S. C. Samanta:**  
**Shri Subodh Hansda:**  
**Shri P. C. Borooah:**  
**Shri M. L. Dwivedi:**  
**Shri Bhagwat Jha Asad:**  
**Dr. M. M. Das:**

Will the Minister of Industry be pleased to state:

(a) whether it is a fact that the Hindustan Machine Tools Ltd., are not working up to their full capacity at present;

(b) whether it is also a fact that a large number of machines remain unsold; and

(c) if so, whether their demand in the country has gone down?

The Minister of Industry (Shri D. Sanjivayya): (a) Yes, Sir.