

While there has been a general improvement in operation, as will be seen from the above figures, the slight deterioration in regard to punctuality of passenger trains was mainly due to political disturbances like the language agitation on Southern Railway in protest against the change in the timings of All India Radio News Bulletins, Telengana agitation in Andhra Pradesh, Bengal Bandh, heavy incidence of alarm chain pulling, control interruptions, etc.

The reasons for the deterioration in performance in the second quarter of the present calendar year are mainly the following :

- (1) Breaches of unprecedented magnitude on the Dornakal-Vijayawada and Vijayawada-Bitragunta Sections of the South Central Railway in May and June 1969, which not only affected the operation of the South Central Railway but also other Railways, notably Southern, Central and South Eastern.
- (2) Repercussions of the political agitations like Telengana agitation which took a more violent turn in May and June 1969, Bengal Bandh in April, etc.
- (3) Severe summer conditions resulting in water difficulties on certain divisions of the Central and Southern Railways.
- (4) The drop in indents by the Steel Plants and reduction in the loading of export ore to Visakhapatnam Port from Kiriburu and DBK due to tippler repairs.
- (5) Reduction in demand of Gujarat State for fodder traffic.
- (6) Heavy rains in Bombay and Baroda Divisions.

Representations about victimised Railways Employees in Jamalpur Workshop and on Southern Railway

*507. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) whether he has received representations about victimised Railway employees in Jamalpur Workshop and on the Southern Railway concerning appeals made against the discharge of cases and about financial assistance given by the Railways in this regard ;

(b) if so, the details thereof ; and

(c) the action taken on these representations ?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH) : (a) Yes, Sir.

(b) The representations related to :

(i) re-instatement of the employees of the Jamalpur workshop against whom action was taken in the context of the token strike of 19.9.1968 ; and

(ii) the legal assistance given by the Southern Railway Administration to a loyal worker who was reported to have been assaulted by some employees, the charges against whom had been withdrawn before the Trial Magistrate's court;

(c) In the Jamalpur Workshop originally 15 employees were placed under suspension and 2 temporary employees were discharged from service. These cases have been reviewed in accordance with the Government's subsequent decisions and 11 of the suspended employees and one of the two discharged employees have been restored to duty.

On the Southern Railway, 23 employees who participated in the strike were charged with causing hurt to a loyal worker by assaulting him. The complaint was filed by the loyal employee and since the assault took place while he was attempting to discharge his official duty, legal assistance was given to him by the Railway Administration. The Trial Sub-Magistrate, however, permitted the withdrawal of the case and subsequently a revision petition has been filed in the Kerala High Court. The decision in this case is awaited.

Production in Heavy Engineering Corporation Ltd., Ranchi

*508. SHRI KARTIK ORAON : Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state :

(a) whether it is a fact that the production in the Heavy Engineering Corporation Ltd., Ranchi has been running behind the schedule in all the three projects ;

(b) if so, the production target fixed therefor and the production achieved so far, ever since they went into production ;

(c) the steps taken to tide over the difficulties to gear up the production ; and

(d) the loss sustained ever since their inception ?

shortfalls in production against planned targets.

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA) : (a) It is true that there have been

(b) The targets and actual production in respect of the three plants of the Company since they commenced production are as under :

(i) Heavy Machine Building Plant

Year	Target (in tonnes)	Actual production (in tonnes)
1963-64	No target fixed	640.00
1964-65	7798.50	3208.30
1965-66	9451.50	10980.50
1966-67	19519.00	14309.20
1967-68	32000.00	14611.00
1968-69	30000.00	23849.20

(ii) Foundry Forge Plant

Year	Target (in tonnes)	Actual production (in tonnes)
1964-65	1323.00	952.38
1965-66	2686.00	2466.00
1966-67	9935.00	5058.26
1967-68	15905.00	9003.13
1968-69	21650.00	16641.82

(iii) Heavy Machine Tools Plant

Year	Target (in Nos.)	Actual production (in Nos.)
1966-67	12	7
1967-68	20	15
1968-69	(33 (10 Nos of C. L. W. traction gears	(8* (Nil

*In addition accessories and internal jobbing work for a total tonnage of 127.8 tonnes for a value of Rs. 8.25 lakhs was done in 1968-69.

(c) To gear up the the production and improve the overall working of the company, the top management has been re-organised and every endeavour is being made to locate and remedy deficiencies.

(d)	Year	Loss (Rs. crores)
	1964-65	1.50
	1965-66	1.87
	1966-67	6.23
	1967-68	16.47
	1968-69	17.60
		(estimated)

इस्पात तथा भारी इंजीनियरिंग मन्त्री का बिहार का दौरा

*509. श्री विभूति मिश्र : क्या इस्पात तथा भारी इंजीनियरिंग मन्त्री यह बनाने की कृपा करेंगे कि :

(क) क्या उन्होंने 28 मई, 1969 को तथा इसके बाद बिहार का दौरा किया था ;

(ख) यदि हाँ, तो क्या उनके दौरे का मुख्य उद्देश्य रांची (हटिया) और बोकारो स्थित कारखाने में शान्ति स्थापित करना था ; और