

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:6578
ANSWERED ON:09.05.2002
BOXN WAGONS
RAMJI MANJHI

Will the Minister of RAILWAYS be pleased to state:

- (a) whether his Ministry had issued instructions in June 1996 that all unloadable BOXN wagons should be segregated and sent for repairs and made fit for coal loading;
- (b) whether a large number of unloadable BOXN empties had been passed on along with loadable wagons;
- (c) whether the Railway Administration suffered a loss of Rs.2.80 crores on account of cost of empty haulage;
- (d) whether loadable BOXN wagons were not loaded by the collieries led to further loss of Rs.0.97 crores on account of cost of empty haulage from collieries to destination as brought in Paragraph 2.4.1
- (b) of the CAG Report No.9 of 2002(Railways);
- (e) whether the reply has been sent by the Railway in this regard:
- (f) if so, the details thereof and
- (g) the steps/measures taken by the Government to check such loss of revenue resulting into increase in the freight and passenger fares?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O.RAJAGOPAL)

(a) Yes Sir.

(b) No Sir. All the BOXN wagons are examined in empty condition in nominated yards before being sent to the collieries for loading. Sometimes a small percentage of unloadable BOXN wagons might have been supplied without detaching them from the empty rakes sent for loading to collieries. It has also been observed that some wagons do get damaged during loading and become unloadable when heavy lumps of coal shale/stone are dropped from the loading gantry in the collieries.

(c & d) The Comptroller & Auditor General of India has also made similar observations in his report No. 9 of 2002(Railways). The report is however, under examination in consultation with the concerned zonal railways.

(e) No, Sir.

(f) Does not arise.

(g) Instructions already exist for the railways to detach unloadable wagons at the time of train examination and the same have been reiterated recently. However, at times the effort and time involved in detachment of unloadable wagons from the empty rake, which results in detaining the entire rake from getting loaded is counter productive. The relative economics will therefore have to be worked out taking all factors into consideration.