

Council for the Production Unit as a whole, consisting of equal number of representatives nominated by the Staff Council functioning in each Production Unit and those nominated by the Administrations go as to deal with the various matters specified in the said Resolution.

Debts of Railway to General Revenue

*103. SHRI DHAMANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the accumulation of the debts of the Railway to the general revenue for the past three years; and

(b) what economy measures compatible with operational efficiency and increased productivity are being taken to bridge the gap of indebtedness?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) During the past three years, the loans taken for Railway Revenue Reserve fund for dividend equalisation and for works which are to be met from the Development Fund which is to bear expenditure on staff amenities, passenger amenities and other un-remunerative operational works aggregated to Rs. 343.07 crores. During these three years, a sum of Rs. 69.53 crores was repaid to General Revenues leaving a net accumulation as loan on these two accounts of Rs. 273.54 crores during the three year period.

(b) The Railways have been taking numerous steps to curb their working expenses. Some of the economy measures being taken to increase operational efficiency and increased productivity are planned introduction of diesel and electric traction, doubling of track on routes with high density of traffic, introduction of high capacity wagons to carry bulk commodities like coal, iron ore, manganese ore and lime

stone etc., fitment of Centre-buffer-couplers on wagons to permit running of heavier trains, mechanisation and expansion of important yards to maximise through-put, conversion of metre gauge into Broad-gauge to do away with the inherent disadvantage in multiplicity of gauges, substitution of imported items by indigenous items, computerisation of wagon movement to secure better utilisation of wagons, control over trip ration, strict watch on productive utilisation of ballast trains and reduction of coal consumption by reducing engine lighting and waiting time and avoiding detention to trains enroute, short of terminals and in marshalling yards etc.

Dowry cases

*104. SARDAR SWARAN SINGH SOKHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of dowry cases reported in different States in the country during 1975; and

(b) whether Government propose any further steps to streamline effective implementation of the law in all the States in the country?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. V. A. SEYID MUHAMMAD): (a) and (b) The information is being collected from the State Governments/Union territory administrations and will be laid on the Table of the House.

Creation of New Railway Division at Rourkela

*105. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a re-organisation of Railway Divisions due to unwieldiness of the Divisions; and

(b) whether there is a proposal to create a Railway Division at Rourkela?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) There is no specific proposal as such under consideration at present for re-organisation of existing Railway Divisions. The possibility of creation of a division at Mughalsarai is, however, being examined.

(b) No, Sir.

Liquidation of Companies

***106. SHRI SHANKERRAO SAVANT:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of companies which have gone into liquidation during 1972-73, 1973-74 and 1974-75;

(b) the value of their assets and extent of the debts in each case; and

(c) what attempts have been made to see that the declaration of liquidation is not fraudulent?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Information collected for fulfilling assurance in respect of Lok Sabha unstarred Question No. 5438 dated 8th April 1975 tabled by the Hon'ble Member is being processed and will be laid on the Table of the House as quickly as possible.

(b) This information is not readily available

(c) The winding up proceedings are commenced by passing of resolution by Members and or creditors and or by order passed by the High Court. The Government has no control over the taking of companies into liquidation as such. However section 488 of the Companies Act, 1956 lays down safeguards against filing of wrong declaration in the case of members voluntary winding up.

New Equipments designed by R.D.S.O.

***107. SHRI SATPAL KAPUR:** Will the Minister of RAILWAYS be pleased to state:

(a) the new equipments recently designed by the Research Designs and Standards Organisation of the Railways;

(b) whether it is proposed to have a super-speed train in the near future; and

(c) whether there is also a proposal to increase the speed of certain trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The new equipments recently designed by Research Designs and Standards Organisation, so far as locomotives and coaches are concerned are as under:—

- (i) A 1400 Horse Power (WDS-6) Diesel Broad Gauge Locomotive for shunting in steel plants yards.
- (ii) A 700 Horse Power ZDM3/ZDM4 Narrow Gauge Diesel locomotive.
- (iii) WCAM-1 AC/DC electric locomotive.
- (iv) 48-berth airconditioned sleeper for operation on end-on-generation system.
- (v) Self-generating composite air-conditioned coaches with 10 first class airconditioned berths and 34 chair-car seats.
- (vi) Broad Gauge Second Class coach with 90 seats.
- (vii) Broad Gauge First Class coach with 26 berths.

(b) No.

(c) While there is no proposal presently to increase the existing maximum permissible speeds of trains, the