

SHRI NANUBHAI N. PATEL: I would like to know whether it is a fact that M/s. CIBA, Johnwidde, Organon, Glaxo and other foreign firms are doing a lot of mischief and whether a lot of complaints have been received by him for hormones manufacture in our country and, if so, how many complaints have been received and what action has been taken. Is it also not a fact that with an investment of about Rs. 40 lakhs, they are making Rs. 1600 lakhs?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI P. C. SETHI): We are not aware of any complaint having been received about the manufacture of these items by the foreign manufacturers. If the hon. Member has any specific complaint and if he gives it to me, I will certainly look into it.

SHRI NANUBHAI N. PATEL: Is it not a fact that they are making a lot of money out of this? You have not replied to that.

SHRI P. C. SETHI: The prices of the hormones are regulated according to the BICP formula, which goes into the cost of production and then allows the price. Therefore, there is hardly any scope to concede that they are making a lot of money.

SHRI NANUBHAI N. PATEL: Will the Government agree to make a costing of hormones in a time-bound programme in fifteen days and reduce the prices of 500 formulations in one month's time, and if not, why not?

SHRI P. C. SETHI: I have not followed the question.

SHRI K. S. CHAVDA: Messrs. John Wyeth smuggled hormones into our country in 1972-73 to the extent of Rs. 2 crores and when this was brought to the notice of the Minister of Petroleum & Chemicals, the concerned officer was transferred by the firm. May I know whether the Government will black-list this firm and put the concerned officer behind bars under the

MISA or under the Foreign Exchange Regulation and Prevention of Smuggling Activities Act?

MR. SPEAKER: This is a suggestion for action?

SHRI K. S. CHAVDA: No, I have asked for information.

MR. SPEAKER: All right; you can answer the smuggling part of it.

SHRI P. C. SETHI: As the Hon. Member has himself mentioned, this was somewhere in 1973, I will have to look into the whole record.

Introduction of Fast Trains

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*312. **SHRI JAGANNATH MISHRA:**
SHRI PRABODH CHANDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have been urged to introduce fast trains for the masses; and

(b) if so, whether there is any proposal to introduce fastest suburban trains for commuters in Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) Yes, Sir.

(b) No, Sir. However, speeding up of Suburban trains is a continuous process.

श्री जगन्नाथ मिश्र : मंत्री महोदय के जवाब मे मैं हाँ और न के चक्कर में पड़ गया हूँ और अपने को इस में उबारने के लिए क्या मैं जान सकता हूँ कि क्या रेलवे में कोई ऐसी संस्था है, जो ट्रैक के विकास, आधुनिकीकरण और उस को मजबूत करने तथा लोकोमोटिव के विकास का काम करती है, यदि हाँ, तो उस का क्या नाम है, वह कहाँ स्थित है और उस

की क्या उपलब्धता है? क्या यंत्री मशीनों के इस बात की जानकारी है कि एक किलोमीटर ट्रैक को मजबूत करने पर कितना खर्च आता है?

श्री मुहम्मद शफी कुरेशी : रेलवे बोर्ड में एक मेम्बर (मैकेनिकल) हैं। इस काम के लिए एक पूरा महकमा है। अर. डी. एस. सी. हमारे यहाँ ट्रैक, स्पीड और एफिशियेंसी को देखता है। जहाँ तक ट्रैक के माइनीइजेशन का तालुक है, एक किलोमीटर ट्रैक के इलेक्ट्रिकेशन पर 13 लाख रूपया खर्च होता है। अगर नया ट्रैक बनाना है, तो उसका खर्च रेल पर डिपेंड करता है। इस बारे में एक बाकायदा महकमा मौजूद है, जो इन बातों को देखना रहता है।

श्री जगन्नाथ मिश्र : संत्री मशीनों के जबाब से यह बिलकुल स्पष्ट होता है कि रेलवेज के काम को मजबूत कर के गाड़ियों की गति को बढ़ाना चाहनी है। मैं यह जानना चाहता हूँ कि गाड़ियों की गति को बढ़ाने से रेलवेज और आम पब्लिक को क्या फायदे हो सकते हैं।

श्री मुहम्मद शफी कुरेशी : जहाँ कि मिनिस्टर साहब ने अपनी बयान-स्पीच में कहा है, रेलवेज की पालिसी यह है कि हमारे मुल्क में एक ही गेज हो। इसका हमारे यहाँ नीति क्लियर के मेज है कि रेलवे स्पीड में कमी होती है और ट्रामाशियमेट के पायलेंट बढ जान है। हमारी कोशिश यह है कि हमारे मेज का कनवर्जन किया जाये, बाई ट्रेक की मजबूती के साथ मिनिस्टर और कम्प्लिकेशन को मजबूत कर के स्पीड को बढ़ा दिया जाये। यह तो एक वाण्टीन्सुअर प्रानेन है।

SHRI PRABODH CHANDRA: May I know from the Government, if fast trains or express or mail trains can run with greater speed on the same track, what is the reason that those

trains which are not express or mail trains cannot run with the same speed on the same track?

SHRI MOHD. SHAFI QURESHI: It depends upon the haulage capacity, whether it is diesel traction or electric traction or steam traction; then there is the question of gauge; there is also the question of track. Wherever the track has been strengthened, we have gone upto a speed of 130 kms. which is a big jump forward.

SHRI PRABODH CHANDRA: My question was this. Mail or express trains run with greater speed on the same track, while the trains which are not called mail or express trains cannot run with the same speed on the same track. What is the reason?

SHRI MOHD. SHAFI QURESHI: Because the haulage is done by steam locomotives. With diesel, the speeds are higher.

श्री राज रतन शर्मा : रेलवे प्रशासन की नीति अनिश्चित में ज्यादा तेरू ट्रेने चलाने की है। मैं संत्री मशीनों से यह जानना चाहता हूँ कि क्या बायीं गे बाइ और मानिचपुर होने ट्रेने बनाना तथा कोर्ट ने ट्रेने चलाने की निवृत्त बकिषा में कोर्ट यो बना है।

श्री मुहम्मद शफी कुरेशी : आनरेबल मेम्बर की स्पष्टि में एक बात कि गाड़ों की है। यहाँ वा बायीं गे बाइ है, तो मैं देख लूंगा।

SHRI DINESH CHANDRA GO-SWAMI: The Government's policy of introducing fast trains has been confined to the metropolitan cities of this country. But the real difficulty is faced by the people in the far-flung areas. May I know whether Government has any proposal to introduce fast trains to the far-flung areas and connect them with the metropolitan cities?

SHRI MOHD. SHAFI QURESHI: The policy is to connect the Capitals of the

States with the Capital of the country. For that, the track is to be laid and track-modernisation is to be taken up. As and when this is completed, naturally there will be direct trains from the State Capitals to the Capital of the country.

Curtaiment in Working Expenses

*313. SHRI HARI SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have intensified their efforts to ensure curtailment in working expenses; and

(b) if so, the steps taken and results achieved during the last year?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b).

एक विवरण मदन के सभ ठल पर रखा जा रहा है।

Statement

(a) Yes, Sir.

(b) The Railways are deeply concerned about the increase in their working expenses in the recent years and have been adopting a variety of measures for effecting economy therein. These measures, among other things, include strict control over spurt in staff strength, planned introduction of diesel and electric traction, mechanisation and expansion of important yards to maximise throughput, welding of rail joints to minimise wear and tear and to reduce maintenance, substitution of imported items by indigenous items, computerisation of B.G. wagon movement to secure better utilisation of wagons and control over trip ration of fuel etc. Besides these measures, steps have also been taken to speed up the throughput of wagons in yards and repairs to damaged rolling stock and to put the railway assets to more intensive and profitable use.

In response to Prime Minister's appeal for austerity and economy in expenditure, further concrete steps have been taken to curtail working expenses. These steps are:—

- (i) A ten percent cut on travelling and daily allowances.
- (ii) A sharp reduction in the holding of conferences and seminars.
- (iii) A ten percent cut on contingencies and maximum economy in the use of papers, stationery, furniture and office equipment and the use of staff cars, telephone etc.
- (iv) Strict watch on productive utilisation of ballast trains.
- (v) Reduction of coal consumption by reducing engine lighting up and waiting time and avoiding detentions to trains enroute, short of terminals and in marshalling yards.
- (vi) A drive has been instituted to dispose of scrap materials, cinder and ashes.
- (vii) Crash work studies have been ordered to achieve economy in various fields of Administration, operation & maintenance.

As a result of these various economy measures there was an overall saving of Rs. 55.27 crores in the working expenses of the Zonal Railways during 1974-75.

श्री हरि सिंह: 1974-75 में रेलवे में काम करने वाले सभी उच्चाधिकारियों की अतिरिक्तियों को अयुक्त करके उन के वेतनना बढ़ा दिये गये थे। मैं यह जानना चाहता हूँ कि इससे रेलवे के फंड पर क्या प्रभाव पड़ा। क्या सरकार के सामने कोई ऐसी योजना है कि अफसरों के तनखाह में नाजायज रूप से बढ़ोतरी कर दी गई है, उन की तनखाह को कम करके रेलवे में इकानोमी लाई जाये?