

as the posted price to amount 11.57 dollars. Out of that, the price that we have to pay is 93 per cent of it. That is the price they have fixed to far as the sale by the national companies is concerned.

So far as the Oil Companies are concerned, they still continue to stick to the Agreement which they have arrived at between them and the oil companies. That is why the oil companies are in a position to charge a lower price than the national companies.

**SHRI INDRAJIT GUPTA:** I understand the Minister aright, he said that the Burmah Shell and Caltex have already asked the Government for an increase in prices in anticipation of an increase which may be sanctioned by the Agreement between the Gulf countries and the Oil Companies. So, I would like to know from him, firstly, what is the extent of the rise in price per barrel that the Burmah Shell and Caltex have asked for in anticipation and, secondly, why it is that in his original reply to Mr. Mayavan's Question, he did not mention the fact which he said later in reply to his supplementary that the Government have asked these Companies to recognise their demand. I would like to know specifically, when the Government have known them not to ask for anticipatory rise in price but to wait, whether the reaction of the Companies has been available or what they have said to the Government about it. I have never heard of an anticipatory rise in price. They are not prepared to wait even.

**SHRI D. K. BOROOAH:** I have already said that it is under consideration. We are unwilling to pay. We have told them that we are not to pay. They have proposed it. We have not accepted it.

**SHRI INDRAJIT GUPTA:** What is the extent of rise in price per barrel that they have asked for?

**SHRI D. K. BOROOAH:** From 1st January, 1974, they have intimated the revised price. The Caltex have asked for 8.97 dollars per barrel and the Burmah Shell have asked for 9.12 dollars per barrel.

**SHRI INDRAJIT GUPTA:** What is the extent of rise in this?

**SHRI D. K. BOROOAH:** It is the price that they have asked for.

**MR. DEPUTY-SPEAKER:** You are given the absolute figure. He wants to know what is the extent of rise from the old price.

**SHRI D. K. BOROOAH:** I cannot give in terms of percentage. I can give the exact figures.

**MR. DEPUTY-SPEAKER:** Let him work it out.

**SHRI D. K. BOROOAH:** So far as Exxon is concerned, we have been paying 8.29 dollars per barrel; they have now asked for 9.27 dollars per barrel. Caltex has asked for 3.97 dollars and Burmah-Shell has asked for 9.12 dollars. The price that we have been paying them should be of the same order—8.29 or 8.30 dollars.

**लखनऊ और दिल्ली के बीच एक प्रतिरिक्त तेज गाड़ी चालू करने की योजना**

\* 692. श्री हुकम चन्द कछवाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या लखनऊ और दिल्ली के बीच बढ़ने हुए यात्री यातायात को ध्यान में रखते हुए, इस लाइन पर एक प्रतिरिक्त तेज गाड़ी चालू करने की कोई योजना सरकार के भी विचाराधीन है; और

(ख) यदि हाँ, तो यह योजना कब तक क्रियान्वित की जाएगी ?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MOHD. SHAFI QURESHI): (a) No,  
Sir.

(b) Does not arise.

श्री हुकूम चन्द कछवाय . उपाध्यक्ष महोदय,  
मैं माननीय मंत्री जी से जानना चाहता हूँ  
कि नई दिल्ली और पुरानी दिल्ली से  
लखनऊ तक तथा लखनऊ हो  
कर आये जाने वाली कितनी गाड़िया है,  
इन गाड़ियों की कैपेसिटी कितनी है

MR. DEPUTY-SPEAKER: That is  
a different question. The main  
question is about an additional Fast Train  
Now you are asking about the num-  
ber of trains running between Luck-  
now and Delhi.

श्री हुकूम चन्द कछवाय उपाध्यक्ष  
महोदय, मैं यह प्रश्न इस लिए पूछ रहा हूँ  
कि इस समय यातायात काफी बढ़ा है  
और माननीय मंत्री जी ने अपना उत्तर 'न'  
में दिया है, इस लिये मैं जानना चाहता हूँ  
कि इस समय कितनी गाड़िया चल रही है,  
कितनी फास्ट ट्रेन्स चल रही है, सप्ताह  
में उन की संख्या कितनी है तथा प्रति-  
दिन कितने यात्री बिना सफर के रह  
जाते हैं ?

श्री मुहम्मद शफी कुरेशी . दिल्ली से  
लखनऊ तक जो गाड़िया चलती हैं वे  
हैं—29-30 लखनऊ मेल, 83-84  
लखनऊ एक्सप्रेस—ये दोनों गाड़िया रान  
को चलती हैं। इन के अलावा 55-56  
दिल्ली पटना एक्सप्रेस चलती है जो  
दिन में चलती है, इस तरह से कुल तीन  
गाड़िया हैं, रात की दोनों गाड़ियों में  
ज्यादा भीड़ होती है जब कि दिल्ली  
पटना एक्सप्रेस से कम यात्री सफर-  
करते हैं। इस समय सबसे बड़ी मुश्किल यह  
है कि हमारे पास टरमिनल कैपेसिटी नहीं  
है, जिस की वजह से मजीद गाड़िया नहीं  
चलाई जा सकती।

श्री हुकूम चन्द कछवाय : मंत्री जी ने  
स्वीकार किया है कि रात की गाड़ियों में  
ज्यादा रक़ होता है। 79-80 कैपे-  
सिटी के डिब्बों में 300 आदमी भर कर  
जाते हैं। क्या आप इस बात की जांच करवा-  
येंगे कि कैपेसिटी के मुकाबले बहुत ज्यादा  
लोग भर कर जाते हैं जिन्हें से काफी  
लोगों की जेबे कटती है, काफी मार पीट  
होती है और बिना लिये-दिये जगह  
नहीं मिलती है।

श्री मुहम्मद शफी कुरेशी जब कटने  
के मुताबिक तो मुझे ज्यादा इनला  
नहीं है, कछवाय जी को ज्यादा  
मानूम है। बाकी यह बाधा नहीं है कि  
इन ट्रेनों में ओवर-क्राउडिंग है जिसे  
को कम करने की कोशिश की जा रही है,  
मजीद डिब्बे लगाने की कोशिश हो रही है।

श्री हुकूम चन्द कछवाय उपाध्यक्ष  
महोदय, मेरे प्रश्न का उत्तर नहीं आया.

MR. DEPUTY-SPEAKER: You  
asked about pick-pockets. How can  
the Minister give a reply about it?  
He is not in charge of pick-pockets.

श्री हुकूम चन्द कछवाय मैंने पूछा था  
कि वहाँ भीड़ को कम करने के लिये क्या  
बोपियों की संख्या बढ़ाने वाले हैं या  
गाड़ियों की संख्या बढ़ाने वाले हैं—इस के  
बारे में उन की क्या योजना है—इस का  
उत्तर आना चाहिये।

SHRI MOHD. SHAFI QURESHI: I  
have already stated that in these two  
trains, viz., 29-30 Lucknow Mail, 83-  
84 Lucknow Express, the capacity uti-  
lisation is: 109-110 per cent in Third  
Class, 93 per cent in AC and 88 per  
cent in the First Class. There is a  
little over-crowding.

भी माएगी तो उस वक्त हम यह देखेंगे कि कहा तक इस अन्तर को कम कर सकते हैं।

जो आप का पहला प्रश्न है, उस में मैं इतना ही कहूंगा कि राज्य सरकारों ने कोई इरादतन इस में देर नहीं की है और यह राज्य सरकारों के हित में भी है कि वे जल्दी से जल्दी इन योजनाओं को पूरा करें और बिजली पैदा करें, लेकिन कभी कभी कुछ ऐसे हानात पैदा हो जाते हैं जैसे कि उन को सामान नहीं मिलता या मशीन नहीं मिलना, जिस के कारण वह काम जल्दी नहीं पूरा कर सकती है। इसलिए इन चीजों को भी देखना पड़ेगा, लेकिन मैं समझता हूँ कि पाचवी पंचवर्षीय योजना में राज्य सरकारों को और केन्द्र को इस पर विशेष ध्यान देना होगा और पाचवी पंचवर्षीय योजना के जो लक्ष्य हैं, उन को पूरा करने के लिये वे विशेष कदम उठाएँ।

**SHRI D. D. DESAI:** Sir, the hon. Minister has mentioned low rates of hydel power and the present question also refers to cheap power. He also referred to cost impact of transmission and distribution lines. In these respects, Narmada hydel project with 1.5 million KW capacity would be the cheapest. Submergence in every hydel project is there, and is unavoidable. Therefore, will the Minister take up the work of Narmada hydel project at the earliest date so that the whole ready market of Western India, with 1.5 million KW of power from Narmada...

**MR. DEPUTY-SPEAKER:** This is a specific case.

**SHRI D. D. DESAI:** We are talking about cheap hydel power.

**MR. DEPUTY-SPEAKER:** This is a general question. You are going into the details of a specific case.

**SHRI D. D. DESAI:** Let me put a general question. Will the hydel power projects be completed, wherever it is possible, including Narmada or not?

**MR. DEPUTY-SPEAKER:** Will you emphasise on hydel power generation including a particular project?

**SHRI K. C. PANT:** I do not think he is interested in a general answer. So far as the particular question is concerned, it is a subject of inter-State dispute, as my friend knows.

**SHRI J. MATHA GOWDER:** May I know from the hon. Minister, how many generating projects are under consideration and which are the States?

**SHRI K. C. PANT:** The question is, how many projects are under consideration. The number is not given. But, the general picture is given in the statement there.

**MR. DEPUTY-SPEAKER:** I think you require notice for this.

**SHRI K. C. PANT:** I require notice in regard to the names of the States. Part of the information is given.

**MR. DEPUTY-SPEAKER:** He has given the volume of generation.

**SHRI VAYALAR RAVI:** May I know from the hon. Minister, as Kerala is one of the cheapest electricity producing States, whether it is a fact that the Idikki project, which is under completion has suffered recently due to lack of funds which have not been allotted from the Central Government. If so, what steps have been taken to expedite the completion of the project?

(b) if so, the salient features thereof; and

(c) when it is likely to be introduced?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) to (c). In consultation with the Ministry of Heavy Industry, an agreement has been reached in regard to the prices for wagons. Some of the important factors which are borne in mind while computing these prices are as follows:—

- (i) cost of steel.
- (ii) cost of bought out components.
- (iii) conversion cost.
- (iv) profit at 15 per cent of conversion cost.

Orders for wagons against 1973-74 Rolling Stock Programme have already been placed on the basis of the above agreement.

SHRI INDRAJIT GUPTA: According to the statement, there are five private wagon builders who received increased orders during 1973-74. I would like to know from the hon. Minister as to what is the extent of these increased orders placed on these five firms during 1973-74 and how many extra wagons they were asked to supply.

SHRI L. N. MISHRA: In 1972-73, M/s. Textmaco supplied 3280 wagons and this year orders for 5655 wagons were placed on them. M/s Cimmco supplied 1770.5 wagons in 1972-73 and this year the order is for 3817 wagons. In the case of M/s. Braithwaite, it was 1950.5 and this year it is 3478.5 and then Modern Industries... I have got a long list—supplied 395 and orders placed this year are for 850.3. Jessops it was 18.95 and now it is 900.

SHRI INDRAJIT GUPTA: Although I just would like to point out that

it is not strictly correct for him to call Braithwaite and Jessops as private wagon builders....

SHRI L. N. MISHRA: They are not.

SHRI INDRAJIT GUPTA: But you have put them in your answer as private wagon-builders. I find from this list that two major wagon builders, namely, Burn and Company and Indian Standard Wagon Company have been excluded. I would like to know whether it is a fact that the prices of wagons which were fixed with these two companies in the previous year, that is, 1972-73 according to them were too low to make up the backlog or the outstanding and they asked for higher prices. If so, may I know whether the refusal to agree to the higher prices is the reason why these two companies have not been given any increased orders?

SHRI L. N. MISHRA: Shri Indrajit Gupta knows in the first place that wagon building, manufacture and production of wagons come under the purview of the Ministry of Heavy Industries. Previously it was with us but after the Heavy Industry Ministry was created it was transferred to them. Therefore the direct responsibility is that of the Heavy Industry Ministry. And, at the moment I have no information, but I may say that they got bigger orders mainly because of their performance. That was due to better performance and quality also. That is the main reason for this thing and there was no other consideration.

SHRI INDRAJIT GUPTA: Were orders not placed by the Railways but by the Heavy Industry Ministry?

SHRI L. N. MISHRA: We indent; we give out our demands and they on our behalf place the order on both private and public sector units.

SHRI P. N. MEHTA: I would like to know whether there was any dif-

terence of opinion regarding the formula for wagon price between the Heavy Industry Ministry and Railway Ministry? Who had demanded more price for wagons and when? When was this agreement reached between Heavy Industry and Railways? What is the shortfall of the wagon production during the year 1971-72?

**SHRI L. N. MISHRA:** Sir, so far as the first question is concerned, namely, demanding higher prices, I would say that almost all the private units as well as public sector units demanded higher price because of the rise in the cost of steel and also other components and labour costs etc. This demand for increase in price therefore came from both the sectors, private as well as public sectors. We have given them quite a big rise in the price of wagons. About the production figure of 1971-72, I would require notice. The other question he asked was whether there was any difference. There is no difference at all, we work unitedly. We have had discussions. I myself had three meetings with Mr. Pai. So there is no difference between us.

**SHRI P. M. MEHTA:** When the proposal was mooted? When did they arrive at the agreement? That is the major point.

**SHRI L. N. MISHRA:** Sometime in August or September.

**SHRI DINESH CHANDRA GO-SWAMI:** What is the normal cost of production of wagon in the railway workshop and also in private wagon company? If there is difference what is the extent of the difference?

**SHRI L. N. MISHRA:** Shri Goswami is a clever man....

**MR. DEPUTY SPEAKER:** You should have a clever man in your  
[41]

**SHRI L. N. MISHRA:** It is not advisable for any manufacture to give

out the cost of production. And so far as the Railway units are concerned, it will not be in the public interest to give out our cost of production.

**SHRI S. M. BANERJEE:** Sir, according to the figures supplied by the hon. Minister, it seems that production has gone up. I would like to know from him whether it is a fact that we were exporting wagons to various socialist countries. If so, what has happened to that? If so, I would like to know the figures of exports in 1971-72.

**MR. DEPUTY-SPEAKER:** How do the exports come in? The question here is about the cost of manufacture. Export is a different question. Please do not bring in the exports here. You put that question to the Minister of Commerce. You may put some other question. Shri Bhatia.

**SHRI RAGHUNANDAN LAL BHATIA:** Amritsar Railway Workshop was producing 3,000 to 3,500 wagons a year. Now, they are producing only 1500 wagons or so. May I know from the Minister why the Amritsar Workshop is not being utilised to its full capacity? Why was the order placed with a private company?

**SHRI L. N. MISHRA:** It is not a question of placing order with the private sector or public sector. We have got three units at present. In the Fifth Five Year Plan, our programme is for doubling the capacity of these railway units in Amritsar, Samastipur and Golden Rock Workshops. We have got the capacity in the plants to double the wagon manufacture.

**SHRI DINEN BHATTACHARYYA:** I have seen the statement given by the Minister. May I know, at the present moment, what is the actual requirements of railway wagons and whether there is any gap between the supply and the demand position in the Railways?

**SHRI L. N. MISHRA:** In the Fifth Five Year Plan period there can be a

gap. At present we are not in difficulty so far as wagons are concerned. Of course there is no physical problem at all as far as manufacture of wagons is concerned. Our problem is with regard to movement of wagons. So far as number of wagons to be manufactured is concerned, we have no problem at all.

**SHRI DINEN BHATTACHARYYA:**

Sir, we have got our experience. That is why I want to know what is the actual requirement of wagons in the Railways.

**SHRI SAMAR GUHA:** May I know from the hon. Minister that before placing an increased order with the private sector company like Jessons Company, whether the Government has made an enquiry to find out whether the Government factories are utilising their installed capacity in the matter of production of wagons or not. Also have they gone into the costing?

**SHRI L. N. MISHRA:** We have gone into the question of rising prices. Costing question was gone into before placing an order with the private company. So far as the capacity of the plants is concerned in the matter of wagon manufacture, we are trying to utilise them to their full capacity.

**SHRI SAMAR GUHA:** My question has not been answered. Before placing an order with the private company, whether any examination has been made to find out that the full utilisation of the installed capacity of the Government companies has been made use of.

**MR. DEPUTY-SPEAKER:** He said 'Yes'.

**श्री हुकम चन्द कछवाय :** उपाध्यक्ष महोदय, मंत्री जी ने अपने मूल प्रश्न के उत्तर में बताया है कि एक बोयी बनाने में कुछ लोहा, कुछ पुर्जे लगते हैं, मैं जानना चाहता हूँ कि कितना लोहा लगता है, कितने पुर्जे लगते हैं और उम्र में

बजबूरी क्या पड़ती है ? एक बोयी बनकर कितने में तैयार होती है और क्या उतना ही खर्चा प्राइवेट कम्पनियों में भ पड़ता है ? यदि नहीं, तो दोनों में कितना अन्तर है ?

**MR. DEPUTY-SPEAKER:** I think he will require notice for all the details.

**श्री हुकम चन्द कछवाय :** मंत्री जी के पास फॉर्म है लेकिन वे खताना नहीं चाहते ।

**MR. DEPUTY-SPEAKER:** He has not got the figures ready with him. He has to get them. Figures are made in the Rail Bhawan and he has not got them.

**श्री हुकम चन्द कछवाय :** माननीय मंत्री जी के पास सब प्रकार की जानकारी है लेकिन वह जानबूझ कर बताना नहीं चाहते । अगर उन के पास इस समय जानकारी नहीं है तो वह यह नहीं कहे कि जानकारी हासिल करने के बाद में दे देंगे । . . . (अवधान) . . . में जानकी चाहता हूँ । सरकार के कारखानों में ज्यादा पैसा लगता है, प्राइवेट में कम लगता है . . . (अवधान) . . . . .

**MR. DEPUTY-SPEAKER:** If you go on like this I shall be very shy of asking you from now. You put a separate question and the Minister will give the reply. Kindly sit down. (Interruptions)....

Please, sit down. Order, please. Order, please. I am hearing anything except Mr. Sathe and the Minister.

**SHRI VASANT SATHE:** In view of the Minister's reply that there is no shortage of wagons but actual difficulty is created on account of movement, what steps are being taken to see that the wagons are not detained at a particular station for a longer time and they are kept rolling?

**SHRI L. N. MISHRA:** We have a programme to keep the wagons always moving but there has been a shortfall in movement of wagons mainly on account of the fact that large number of wagons have been declared sick and because of pilferage going on, wagons have broken and that percentage has gone up. We are short of wagons in that sense. But we are making a special effort to see that the sick wagons also come and as Mr. Sathe is aware last year the demurrage charges had been doubled so that wagons are not kept waiting by the private people.

**श्री रामाबतार शास्त्री :** क्या यह सच है कि रेल डिब्बों के उत्पादन में वृद्धि करने के उद्देश्य से आर्थर बटलर कम्पनी मुजफ्फरपुर और ब्रितानिया इंजीनियरिंग कम्पनी मोकामा को सरकार ने अपने अधीन कर लेने का फैसला किया है? यदि हाँ; तो इन दोनों कारखानों में रेल के डिब्बों को बनाने का काम कब से प्रारम्भ होगा और वार्षिक कितने डिब्बों का उत्पादन होगा?

**श्री एल० एन० मिश्र :** जहाँ तक आर्थर बटलर का प्रश्न है सरकार ने निर्णय ले लिया है और हम उस को ले भी चुके हैं लेकिन उस के पुराने मालिक हाई कोर्ट में चले गए हैं और रिट लाकर के उस को रोक रहे हैं।

जहाँ तक ब्रितानिया इंजीनियरिंग कम्पनी का सवाल है उस को भी पब्लिक

सेक्टर में ले लेने के लिए हम सिद्धान्त तय कर चुके हैं। कुछ कानूनी विषयकने हो रही हैं हम लिए देर हो रही है और हम लागू मूँद है कि जल्दी ने हाई कोर्ट में रिट बैकेट हो तो हम उस को ले ले।

**श्री रामाबतार शास्त्री** मोकामा कम्पनी में तो आप ने काम भी शुरू कर दिया है (व्यवधान) .

**Per Capita Diesel Engines cost produced in Diesel Locomotive Works, Varanasi**

\*694. **SHRI SAKTI KUMAR SARKAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the number of diesel engines produced in the Diesel Locomotive Works, Varanasi during the last three years; and

(b) per capita engine cost in this unit and its comparison with the production cost of other units and imported diesel engines?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) and (b). A statement is laid on the Table of the Lok Sabha.

**Statement**

(a) The total number of diesel-electric locomotives produced in the Diesel Locomotive Works, Varanasi during the last three years is as under—

Years	B.G.	M.G.	Total
1971-72 . . . . .	70	35	105
1972-73 . . . . .	60	35	95
1973-74 . . . . .	54	33	87