

(ii) भारी मशीनें बनाने का कारखाना :

वर्ष	क्षमता	प्राप्त	उपलब्ध
		हुये	क्षमता
		क्रयादेश	(टन)
1969-70	27000	27000	कुछ नहीं
1970-71	35000	34000	1000
1971-72	38000	24000	14000
1972-73	और उनके बाद के लिए	क्रयादेश	नहीं है ।

(iii) भारी उपयंत्र बनाने का कारखाना :

इस समय वर्ष 1969-70 के लिए पर्याप्त क्रयादेश है जिसमें 41 उपयंत्रों का निर्माण करने की क्षमता है । 1970-71 और उसके बाद के लिए क्रयादेश नहीं है ।

रेलवे उपकरणों की चोरी

*612. श्री झा० सुन्दर लाल :

श्री नारायण स्वरूप शर्मा :

श्री महन्त विम्विजय नाथ :

क्या रेलवे मंत्री यह बताने का कृपा करेंगे कि :

(क) गत दो वर्षों में विभिन्न रेलवे खण्डों से कुल कितने मूल्य के उपकरण चोरी किये गये ;

(ख) क्या यह सच है कि इन चोरियों में रेलवे कर्मचारियों का अत्रिक हाथ है ; और

(ग) यदि हां, तो इन चोरियों को रोकने के लिये क्या कार्यवाही की जा रही है ?

रेलवे मंत्री (डा० राम सुभग सिंह) :

(क) 1967 और 1968 में चुराये गये रेल उपकरण का मूल्य क्रमशः 35' 28 लाख और 32' 59 लाख रुपये था ;

(ख) और (ग) जी नहीं, परन्तु कुछ मामलों में कुछ रेल कर्मचारियों का हाथ पाया गया है । जब कभी चोरी के मामलों में रेल

कर्मचारियों का हाथ पाया जाता है तो उन पर कानून की सम्बन्धित धाराओं के अधीन मुकदमा चलाया जाता है और यदि किसी कारणवश उन पर मुकदमा नहीं चलाया जा सकता तो उनके विरुद्ध विभागीय कार्रवाई की जाती है ।

अप्रैल, 1968 से रेल सम्पत्ति (विधिविरुद्ध कब्जा) अधिनियम, 1966 का लागू किया जाना भी ऐसी चोरियों को रोकने के लिए एक और निवारक उपाय सिद्ध हुआ है ।

Press Report Re. Chaotic Conditions at New Delhi Railway Station

*613. SHRI H. AJMAL KHAN;
SHRI S. P. RAMAMOORTHY;
SHRI N. K. SOMANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been invited to a report in the *Indian Express* dated the 29th May, 1969 regarding the complete chaotic conditions at the New Delhi Railway station; and

(b) if so, what efforts, if any, are being made to streamline the administration and to provide proper amenities for passengers at the Railway station?

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

(b) *Amenities for passengers at New Delhi Railway Station.*

The position in regard to the provision of proper amenities at New Delhi station, with particular reference to those which are mentioned in the report of the "*Indian Express*" dated 29-5-1969, and efforts made by the Railway Administration to streamline the arrangement are indicated below:—

(i) *Late running of South-bound trains from New Delhi.*

(Owing to disruption of train services on the South Central Railway

in May, 1969, the incoming trains from the South arrived New Delhi abnormally late. Consequently, the trains to the South left New Delhi late on some days. Announcements were made over the Public Address System at frequent intervals to keep the public informed about the arrival/departure of the trains.

(ii) *Drinking water arrangements.*

The position in regard to supply of drinking water at New Delhi station was reviewed and the strength of watermen was suitably augmented in the summer months to meet the requirements of passengers. The number of water trolleys/huts/Electric water coolers at the station is found to be adequate.

(iii) *Confusion caused due to changing of platforms.*

During the 3-day period from 27th to 29th May, 1969 all the south-bound trains left New Delhi from the nominated platform except 16 Up G.T. Express on 27.5.1969, when it was started from platform No. 2 instead of platform No. 1. The change of platform was announced at 16.00 hrs., one hour in advance of the scheduled departure of the train.

(iv) *Overcharging by porters for carrying luggage from one platform to another.*

No such complaint was brought to the notice of the Railway authorities at New Delhi station. The Station Supdt. and the Licensed Porters Inspector are available at New Delhi station for immediately attending to any complaints brought to their notice.

(v) *Absence of any Railway staff to guide passengers in occupying accommodation reserved for them and late attendance of conductors.*

Conductors and Travelling Ticket Examiners attend to their duties immediately after the rake is placed on the platform. In addition, ticket

checking staff on reservation duty are also available at the platforms to assist passengers in finding their reserved accommodation. However, as reservation charts are also displayed in advance, some passengers are able to occupy their berths/seats without the assistance of conductors and Ticket checking staff.

(vi) *Announcements on the Public Address System were mostly incomprehensible.*

The audibility of announcements made through the Public Address System is generally satisfactory.

Public Sector Steel Plants

*614. SHRI MADHU LIMAYE: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) what are the expansion plants for the three Public Sector Steel Plants during the Fourth Five Year Plan;

(b) when will production begin at the Bokaro Steel Plant;

(c) the total estimated investments in Steel Plants in Public Sector by the end of Fourth Five Year Plan; and

(d) what will be the position with regard to profitability, unit-wise in the next five years?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI C. M. POONACHA): (a) There is a proposal to expand Bhilai Steel Plant from 2.5 to 3.2 million tonnes. There is also a proposal to take up the second stage of Bokaro in continuation of the first stage.

(b) According to the present schedule production of pig iron should start from March 1971 and steel should be produced and rolled sometime after June 1972. A more definite indication is expected to become available towards the close of this year.