

(d) if so, the response of the Railways thereto?

The Minister of Steel Mines and Metals (Dr. Chenna Reddy): (a) and (b). Yes, Sir. The total rail rolling capacity is of the order of 7,50,000 tonnes per annum while, during 1986-87, the total quantity of rails ordered by the Railways amounted to about 2,33,000 tonnes. The position may not improve during the current financial year unless more resources become available to the Railways to enable them to take up additional construction programmes. Efforts are also being made to export rails.

(c) and (d). Yes, Sir. The Railways, however, consider dieselisation necessary in sections where traffic density is too high for steam traction.

#### Production in Public and Private Sector Steel Plants

2033. Shri Nihal Singh;  
Shri Ram Sewak Yadav;  
Shri Madhu Limaye:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the steps taken by the public sector and private sector steel plants to increase productivity and to reduce costs;

(b) whether there has been any consultation between the private sector steel plants and public sector units in regard to reducing costs and increasing productivity; and

(c) if so, the improvement effected as a result thereof?

The Minister of Steel Mines and Metals (Dr. Chenna Reddy): (a) to (c). Steel Plants in the Private as well as in the Public Sector have either taken or are considering the adoption of a number of steps aimed at increasing productivity and reducing costs. These include preparation of blast furnace burden, injection of

oxygen, fuel oil and/or constant humidity blast in blast furnaces, injection of oxygen as well as oxygen lancing and change over from acid to basic roofs in open hearth furnaces, etc. Formal as well as informal consultations take place between Steel Plants in both the sectors at various levels in the matter of introduction of such technical improvements. Consultations also take place in other matters like adjustment of rolling programme to secure economic loading of the various rolling mills, evolving a uniform wage structure and service conditions for their employees, etc. Some of the technical improvements like sintering have already been introduced in some of the Steel Plants while others are at various stages of appraisal.

#### Guards Certificate Facility

2034. Shri Nihal Singh;  
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Guards Certificate facility is being abused by passengers and Railway employees alike;

(b) whether it is proposed that passengers travelling without ticket but who have informed the Guard, will be charged a certain percentage more than those who travel on regular tickets; and

(c) if so, how much?

The Minister of Railways (Shri C. M. Poonacha): (a) Some complaints to this effect have been received.

(b) No.

(c) Does not arise.

#### Employment at Jamalpur Railway Workshop

2035. Shri Kedar Paswan;  
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether employment at Jamalpur workshop has been falling since

the 15th August, 1947;

(b) if so, the difference over the past 20 years; and

(c) the steps taken to start new works at the workshop to maintain and increase the level of employment?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Does not arise.

(c) New lines of production like manufacture of diesel and steam cranes, hydraulic jacks, electro-mechanical lifting hoists, petrol tank wagons, components of BOX wagons etc. are already under execution in Jamalpur.

**Pathway along Railway Bridge at Bariarpur**

2036. Shri Kedar Paswan:  
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether Government's attention has been drawn to the need for a pathway along the Railway Bridge at Bariarpur on the loop line (Eastern Railway);

(b) if so, whether the Railway authorities propose to add such a pathway to the Bridge for the convenience of the people of the locality; and

(c) if not, the reason therefor?

The Minister of Railways (Shri C. M. Poonacha): Presumably, the Hon'ble Members are referring to the Railway Bridge No. 185 at Km. 348/1 near Bariarpur Station. If so, the position is as under:—

(a) Yes. Shri J. P. Yadav raised the question in the Zonal Railway Users' Consultative Council meeting held by the Eastern Railway Administration on 11-3-1967. He was informed that it would be necessary for the

State Government concerned local authority to sponsor the proposal and agree to bear the costs thereof before the Railway could take up the work.

(b) Under the extant rules, Railways provide a foot-path on a railway bridge for public use only if the State Government or authority concerned bears the costs involved, and provided, operationally such a foot-path is feasible.

So far no proposal has been received from the State Government or the concerned authority for provision of a foot-path on the Railway Bridge at Bariarpur.

(c) Does not arise.

**हिन्दूमलकोट और श्रीगंगानगर के बीच रेलवे लाइन**

2037. श्री पं. सा. बाह्याल : क्या रेलवे मंत्री यह बताने को कृपा करेंगे कि :

(क) हिन्दूमलकोट तथा श्रीगंगानगर के बीच रेलवे लाइन बिछाने की प्रस्तावित योजना का कार्य कब पूरा हो जायेगा ;

(ख) इस योजना पर कुल कितना व्यय होगा ;

(ग) क्या राजस्थान की सरकार ने धन तथा धन के रूप में कोई सहायता देने का आश्वासन दिया है ; और

(घ) यदि हां, तो इन्होंने कितनी राशि की सहायता प्रस्तुत की है ?

रेलवे मंत्री (श्री जे. ए. मु. पुनावा) :

(क) से (घ). हिन्दूमलकोट-श्रीगंगानगर रेलवे लाइन के निर्माण के संबंध में एक बयान सदन की मेज पर रख दिया गया है [पुस्तकालय में रखा गया। देखिये संख्या ६७० टी०— 596/67]