

913 between Timarpur and Punjabi Bagh in Delhi;

(b) if so, whether the matter has been enquired into and causes ascertained;

(c) whether more colonies have come up in Lawrence Road area which is served by Route No. 913 in recent years and the services provided by route No. 913 are inadequate;

(d) whether it is proposed to put more buses on this route increase their frequency and also extend the route to colonies in South Delhi for the convenience of commuters; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI SITA RAM KESARI) : (a) Yes Sir.

(b) The services of route No 913 have been found irregular on account of traffic hold ups on two Railway Level Crossings at Lawrence Road and Shakti Nagar on this route.

(c) It is seen that some more Blocks are under construction in Lawrence Road Colony itself. Apart from services of route 913, the services of routes 912 and "Sharmik Seva" which almost run parallel to route 913 in the sector lying between Punjabi Bagh Terminal and Maurice Nagar, are also available for the commuters.

(d) and (e) Since the present services are considered adequate, there is no proposal with DTC to add additional buses on this route. Further, change-over facilities are available at Punjabi Bagh Terminal for South Delhi.

#### Award of Contract for Construction of Bridges in Jaipur

4059. SHRI DAULAT RAM SARAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the construction work of the bridges damaged with

heavy downpour in Jaipur last August have been awarded to certain contractors without inviting tenders;

(b) if so, what are the circumstances under which the Government did not invite tenders for the work; and

(c) whether the work awarded to the contractors could be done by the Indian Railway itself?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) No Limited tenders were called considering urgency and special nature of work.

(b) Does not arise

(c) No

उत्तर रेलवे में नकद और भुगतान कोष कार्यालय में परिवर्तन

4060. श्री महावीर प्रसाद : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में सभी रेलवे में नकद और भुगतान कोष कार्यालयों में पदोन्नतियों के भाग भिन्न भिन्न हैं,

(ख) यदि हां, तो पूर्वोत्तर रेलवे, गोरखपुर में नकद साइड में और वेतन साइड संवर्गों के परिवर्तन के क्या कारण हैं, और

(ग) इस बारे में क्या कार्यवाही किए जाने का विचार है ?

रेल मंत्रालय तथा संसदीय कार्य विभाग में उप मंत्री (श्री मल्लिकार्जुन) : (क)से(ग) भारतीय रेलों पर अराजपन्नित कर्मचारियों की पदोन्नति सारणियां अलग-अलग रेलवे द्वारा स्वयं निर्धारित की जाती हैं। जो कि उनकी प्रणाली पर उपलब्ध कर्मचारियों की विभिन्न कोटियों की पदोन्नति के अवसरों की तुलना में उन रेलों पर प्रचलित परिस्थितियों पर निर्भर करता है। इसलिए, विभिन्न रेलों पर (कैश एंड पे आफिस) रोकड़ एवं वेतन कार्यालयों में पदोन्नति सारणियां भिन्न-भिन्न हो

सकती हैं। पूर्वोक्त रेलवे ने मान्यता प्राप्त यूनियनों के साथ विचार विमर्श करके अपनी रेलवे पर उपलब्ध पदोन्नति सारणी में थोड़ा संशोधन कर दिया है ताकि रोकड़ और वेतन शाखा (कैश एण्ड पे ब्रांच के प्राप्ति अनुभाग में कर्मचारियों की पदोन्नति सम्भावनाएं बेहतर हो जाये जिनकी पदोन्नति की संभावनाएं पहले कम थीं।

#### Increase in Production Capacity of Existing Coach Factory

4061. SHRI SUNIL MATRA : Will the Minister of RAILWAYS be pleased to state :

(a) is there any proposal to increase the production capacity of the existing coach factory in the country ;

(b) if so, details thereof ; and

(c) if not, reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : (a) No

(b) Does not arise.

(c) There are three coach manufacturing factories in the country :—

(i) Integral Coach Factory (ICF), Madras.

(ii) Bharat Earth Movers Ltd., (BEML), Bangalore.

(iii) Jessop & Co., Calcutta.

(i) I.C.F.—The optimum production capacity of ICF is 750 coaches per annum. For want of adequate space, there is little scope for expansion of the existing Shell Division of ICF unless major structural changes are carried out. Increase in output of coaches at ICF, would, therefore,

necessitate creation of infrastructural facilities at a huge capital outlay even for getting marginal increase in coach production capacity and is, therefore, not considered economically viable.

(ii) BEML & Jessop.—These are Public Sector Units under the Ministry of Defence Production and Ministry of Industry respectively, who will have to decide upon the question of expansion and Railway Ministry cannot interfere in their internal affairs.

#### Delhi Central Schools without Buildings

4062. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the names of the Central Schools within the Union Territory of Delhi as do not have buildings of their own ;

(b) whether any funds have been earmarked for the construction of the buildings of these schools during the Sixth Five Year Plan ;

(c) the details thereof ; and

(d) if not, the reasons therefor and the likely date by which all schools will have buildings of their own ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) (i) Kendriya Vidyalaya, Sadiq Nagar (Masjid Moth)

(ii) Kendriya Vidyalaya, AGCR Colony (Trans-Yamuna);

(iii) Kendriya Vidyalaya, Shalimar (opened recently).

(b) to (d) While the budget provision for construction of building of Kendriya Vidyalaya, Sadiq Nagar already exists during the current financial year, budget provision for buildings of Kendriya Vidyalaya, AGCR Colony and Kendriya Vidyalaya, Shalimar will depend upon availability of resources in the near future.