

tives or perform leadership functions in the context of serving an identified national purpose. The Government of India is contemplating appropriate legislative measure to curb the practice of charging capitation fees by educational institutions.

Setting up of Catering Corporation in Railways

3144. SHRI R. P. DAS : Will the Minister of RAILWAYS be pleased to state :

(a) the latest position in regard to setting up a Catering Corporation in the Railways ; and

(b) whether all existing regular and irregular catering employees in the Railway catering are proposed to be absorbed in the proposed Corporation ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURI) : (a) and (b) In March '82 a Project Study Team consisting of two senior railway officers of Central Railway was constituted for carrying out a detailed survey and submit a report. This Project Report submitted by the Study Team was then referred to the General Managers of all the Zonal railways for obtaining their considered views. The feasibility aspect of the proposal is currently under consideration of this Ministry. The prospect of absorption of the existing employees attached to the departmental catering establishments will be examined after a decision is taken about the proposal.

Average availability of passenger and goods engine

3145. SHRI RAM PRASAD AHIRWAR : Will the Minister of RAILWAYS be pleased to state :

(a) the daily average availability (in hours) of a passenger and also a goods diesel engine, an electric engine and also a steam engine for traffic use;

(b) the daily average time spent by the above locomotives in hauling trains as at present ; and

(c) present total holdings of each category of the above engines and how many in each category are available for traffic use on an average ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURI) : (a) and (b) No separate statistics are available for passenger and goods locomotives. The hours worked per day per engine available for use, during 1981-82, is given below gauge-wise and traction-wise :

	Steam	Diesel	Electric
Broad Gauge	10.4	18.4	19.8
Metre Gauge	8.26	18.3	12.8
Narrow Gauge	8.18	12.3	—

(c) The average number of engines on line and those available for use during the the year 1981-82 is given below :

	Average number of engines	
	On line	Available for use
Broad Gauge :		
Steam	4,340	3,625
Diesel	1,894	1,579
Electric	1,044	815
Metre Gauge		
Steam	2,622	2,199
Diesel	477	403
Electric	20	17
Narrow Gauge :		
Steam	337	244
Diesel	61	42

Utilisation of E.M.U. trains to clear the outgoing short-distance traffic

3146. SHRI RAM PRASAD AHIRWAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some E.M.U. trains are gradually relieved of traffic pressure after the 'peak hours suburban traffic' in Bombay is over; and

(b) if so, whether these E.M.U. trains will be used to clear the outgoing short-distance traffic so as to reduce crowding of such passengers in the outgoing long-distance trains ?