

SHRI D. L. BAITHA : In reply to (c), it has been stated that more number of schools are going to be set up and State-wise figures have also been given. May I know from the Minister what is the basis for opening of such a school?

SHRI K. C. PANT : The main criterion is, as I said, the concentration of Central Government Employees in positions which are transferable. This is the central criterion. Now, a proposal for a Central School has to be sponsored either by one of the civilian Ministries or by the Defence Ministry or institutions of higher learning or public undertakings and so on; and there are certain conditions that have to be fulfilled like provision of land free of cost, etc. so the main consideration is the concentration of transferable employees and the number of children who have to be admitted in different classes of the schools under the conditions which I can spell out if my friend is interested. There are certain conditions attached.

SHRI A. E. T. BARROW : Sir, may I know, in the proposed schools that are to be opened in each district, what will be the medium of instruction at the primary stage and what will be the medium of instruction at the secondary and the higher secondary stage if there is any change.

SHRI K. C. PANT : In the proposed schools classes will start from Class VI, not at the primary stage—we have primary schools—and the proposal is to have English and Hindi as the media of instruction.

#### Wagon Building Project

\*22. SHRI K. RAMAMURTHY : Will the Minister of RAILWAYS be Pleased to state :

(a) whether Rs. 42 crore wagon building Project undertaken by the Railways is being aborted, as the end-product N Type wagon has not been found Suitable for Indian Railways ;

(b) Whether Railway Design and Standards Organisation was consulted before undertaking this project ;

(c) whether a large number of engineering units in private sector on whom orders have been placed for different parts of the wagon are facing closure with huge financial loss ; and

(d) if so, how Government propose to compensate them ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Railways have not undertaken any project costing Rs. 42 crores for wagon building, nor have the BOX 'N' type wagons's been found unsuitable for Indian Railways.

(b) to (d). Does not arise.

SHRI K. RAMAMURTHY : Mr. Speaker, Sir, My intention of putting this question is to draw the attention of the hon. Railway Minister about the shortage of wagons in our country, particularly in the Indian Railways. As on date, that is in March 1984, the total wagons available for our freight Movement throughout the country are 3,92,000 and in the Sixth Five Year Plan we have estimated that we have to acquire one lakh wagons for freight movement in the Indian Railways. Then it was restricted to 80,000 wagons. And later, as it is, in the Sixth Five Year Plan they have come and said that only 60,000 wagons are going to be replaced and so they are not going to have any addition to the wagon movement in this country. So, I would like to know from the hon. Railway Minister whether to meet the shortage of wagons the acquisition of one lakh of wagons in the Sixth Five Year Plan—that target—has been fulfilled or not.

SHRI BANSI LAL : We can purchase wagons only according to the resources available. So far as the number of wagons with us is concerned, as on 31-3-1984 the number of wagons with us were, in terms of four-wheeler units broad gauge 4,27,197; metre

gauge 1,04,673 and narrow gauge 8,238 ;

**SHRI K. RAMAMURTHY :** I want to know whether it is sufficient. I would like to know about the target of the Indian Railways in the Sixth Five Year Plan has been achieved or not.

**SHRI BANSI LAL :** There was no final target for acquiring one lakh wagons in the Sixth Five Year Plan.

**SHRI BASUDEB ACHARIA :** In the Railways' Corporate Plan there was a target of one lakh wagons.

**SHRI K. RAMAMURTHY :** The allocation of rolling stock in the Indian Railways is declining every year, and freight earning has gone up, by about more than Rs. 3,000 crores. Not even 2 per cent of that earning was earmarked for this rolling stock and also due to shortage of wagons only—I feel in the year 1984-85—the freight movement which was estimated at 309 million tonnes had to be lowered down to 245 million tonnes. Does it not show that the shortage of wagons is only responsible for this? And, with this depletion of wagons how are the Railways going to cope with the target of 245 million tonnes of freight in 1984-85?

**SHRI BANSI LAL :** The shortfall was not because of the shortage of wagons but because of the fact that the core sector would not present the Railways with the expected quantity of goods for loading.

**SHRI INDRAJIT GUPTA :** Some of the principal wagon builders are situated in West Bengal in the public sector like Braithwaite, Burn & Co. Jessop & Co. and so on. Of course, he has raised the controversy as to whether there is actually shortage of wagons or not. But I would like to know from him whether it is a fact that these major wagon builders are receiving less orders from the Railway Board for wagons for the coming years than they were getting previously. That is

referred to in part (c) of the question that many of them are facing the problem of idle manpower and idle machines and some workers may face the problem of unemployment also. May I know whether he will see to it that sufficient orders for wagons are placed with these concerns so that there is no problem of unemployment or idle capacity?

**SHRI BANSI LAL :** We will place orders on them subject to the availability of funds.

**DR. DATTA SAMANT :** The Government undertaking, Richardson & Cruddas, in Bombay is manufacturing these units of railway wagons. But the Railways are not giving them orders and the workers are getting idle there. Will the Government look into this?

*(Interruption)*

**MR. SPEAKER :** It is the same answer.

*(Interruption)*

**SHRI BHEEFAVADAN K. GADHAVI :** Is it a fact that wagon manufacturing industry in the country is suffering heavily because of the fact that the wheel & Axle Plant in at Bangalore could not be put in operation in time?

**SHRI BANSI LAL :** More wagons have not been purchased because of constraint of resources.

*(Interruption)*

**SHRI BHEEFAVADAN K. GADHAVI :** My question was different, I asked that because the wheel & Axle Plant at Bangalore could not be put in operation within time, there was shortage of wagons as they could not provide wheels and axles.

**SHRI BANSI LAL :** That is not the reason,