

railway colony at Tokriwalan have also been attended to. Work on the boundary wall is likely to start after the rainy season is over. Provision of flush type latrines in Block Nos. 107 to 112 and 119 to 123 in Delhi-Kishanganj Colony are nearing completion.

### 3. Construction of bridge at Shakti Nagar

A suggestion has been received from the Hon'ble M.P. for the construction of a road over-bridge in replacement of existing level crossing No. 2 at Km. 4/4-5 at Shakti Nagar between Subzimandi and Azadpur Stations on Delhi-Ambala Section. Such a proposal was also received earlier from the Delhi Administration in the year 1963 and was considered by the Technical Committee of the Delhi Development Authority in a meeting held on Sept. 9, 1964. The construction of a road over-bridge at the level crossing was not approved by the Technical Committee. Thereafter, no proposal has been received either from the Delhi Administration or from the Delhi Development Authority.

As per extant rules, proposals for road over-bridges in replacement of level crossing have to be sponsored by the State Government who have also to agree to share broadly 50 per cent of the cost as per extant rules. The Railway will consider the construction of road over-bridge in replacement of the existing level crossing at Shakti Nagar, provided a firm proposal for this purpose is sponsored by Delhi Administration/Road Authority together with an undertaking to bear their share of cost as per extant rules.

### 4. Changing normal position of gates of level crossing No. C-8 between Kirti Nagar industrial areas and Naraina industrial area

A suggestion has also been received from the Hon'ble Member of Parliament for keeping the normal position of gates of level crossing No. 8

between Kirti Nagar industrial area and Naraina industrial area on Delhi-Rewari section, open to road traffic. This level crossing is manned by two gatemen and the normal position of its gates is "closed" to the road traffic. The gates are opened to allow road traffic to pass, whenever required, provided it is safe to do so. Visibility at this level crossing is not good due to curves and plantation on the Delhi Cantt. side. Moreover, this level crossing is located on Delhi-Rewari trunk route where high speed trains run. In view of the foregoing, keeping the gates of the level crossing normally open to the road traffic, is not feasible on safety considerations.

### 5. Provision of a halt at Kirti Nagar

Proposal for opening of a station at Kirti Nagar between Patel Nagar station and Patel Nagar halt was examined but was neither found justified financially nor feasible operationally. Apart from this, the area is well served by the adjoining stations viz. Patel Nagar station and Patel Nagar halt which are 1.3 kms. and 1 km. away from Kirti Nagar. As such, the proposal cannot be agreed to.

### Shortage of Wagons

1228. SHRI K. N. DASGUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) is it a fact that the Indian Railways have been suffering from acute shortage of wagons which is seriously affecting movement of goods:

(b) is it also a fact that the Railways are not in a position to provide sufficient wagons even for loading essential commodities like coal, fertilizers, cement and other essential material;

(c) the daily total requirements of wagons:

(d) effective daily stock of wagons; and

(e) total number of wagons to be purchased during the financial year?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) No. However, as a result of unplanned movements on the Railways on account of increased imports of fertilizers and cement, Railways have been called upon to undertake the movement of long lead traffic resulting in increased turnaround of wagons which has also been affected adversely by detentions for loading, unloading etc., leading to marginal shortfalls and complaints regarding wagon supplies from certain sectors.

(b) Movement of important commodities like coal, fertilizers and cement is programmed in advance in consultation with the concerned Ministries and there has been no shortfall in movement against the target fixed both for fertilizers and cement. There has, however, been some shortfall in respect of some commodities including coal for reasons indicated above.

(c) and (d). The daily requirements of wagons is approximately 35,000 cumulatively for both broad and metre gauge originating traffic and the effective wagon fleet is approximately 4,75,000 both broad and metre gauge cumulatively in terms of 4 wheeler wagons.

(e) To cater to the targeted tonnage of the current year, at the increased leads as during last year, additional wagons are required to be procured. The present programme for procurement of wagons during the current financial year has already been increased to 13,000 wagons and in the next year this will be further increased.

#### **Tea Stall Contracts in Central Railway**

1227. **SHRI BHAUSAHEB THORAT:** Will the Minister of RAILWAYS be pleased to state:

(a) what is the policy of Government in giving contracts of tea stalls etc. to vendors in Central Railway;

(b) whether the percentage for giving such stalls to SC/ST vendors is being observed in Central Railway; and

(c) if so, what is their total number in the Central Railway?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) For the award of vending contracts, applications are invited through press notifications and notices displayed at conspicuous places at Railway Stations. The applications are then scrutinised by a Screening Committee consisting of 2 or more officers, taking into consideration, the suitability, experience, financial standing etc. of the candidates. The Screening Committee recommends suitable candidates on merit to the competent authority, who after taking into consideration the recommendation of the Screening Committee awards the contract to the most eligible candidate. These rules apply to all the Railways including Central Railway.

(b) No percentage has been laid down. Under the existing rules, Scheduled Caste/Scheduled Tribe candidates get preference for allotment of catering/vending contracts. Small catering/vending contracts upto half a unit are allotted to Scheduled Caste/Scheduled Tribe candidates straightaway if they are found capable of doing the work. For catering/vending contracts bigger than half a unit, Scheduled Caste/Scheduled Tribe candidates are given first preference, other things being equal.

(c) There are 33 catering/vending contractors belonging to Scheduled Castes/Scheduled Tribes on the Central Railway.