

and absorb the highly qualified people. The intention is not to earn money alone but to get satisfaction also through their work. If there is a large section of people who are attracted by higher remuneration alone, nothing that we do can attract them back. I do not want to go into this. What is important is to continuously create opportunities and remove the obstacles in the way of those who want to come back and settle down in the interest of the development of the country.

**SHRI K. GOPAL:** The main difficulty faced by our scientists and technologists abroad is with regard to getting adequate information from our missions. When they write to our embassies, their letters are forwarded to the Ministry as a matter of routine. Instead of that, will the minister see that the details of these schemes are kept in our embassies so that they can get quick replies and so that, they can get quick replies and etc.?

**SHRI T. A. PAI:** To obviate the problem raised by the hon. member we have tried to create Information Centres through the Scientific Attaches in Indian Embassies and also India Investment Centres wherever they are established, so that all the information required by them are available and applications are also received and forwarded to the SCIR, which is going to coordinate them. The problems of licencing, clearance of capital goods, foreign exchange, raw materials etc. will also be sorted out. We have taken up two or three pilot projects to examine what exactly are the problems they are facing and they will certainly be gone through and solved.

**SHRI P. G. MAVALANKAR:** The hon. Minister has outlined a number of schemes which Government have formulated to attract the Indian scientists from abroad to come back home. His predecessor also gave us the same assurance. Would he tell us how many scientists have responded to these schemes? If the

number is lesser than expected, because a large number of them are still abroad, would Government consider revising some of these schemes to make them more attractive? Are Government aware that many scientists with equal talents who are already working in our country with a sense of patriotism are not getting adequate facilities to conduct research etc.? What steps are Government taking so that they are also not forced to go abroad like others?

**SHRI T. A. PAI:** The question relates to scientists abroad. He has now brought in the problem of scientists here. All we can do is that if specific instances are brought to our notice as to what exactly is the problem affecting them, we can look into it. If any of the problems are created on account of any policies which require a change, we shall do it. Our objective is to attract our talent back. But we are not saying that everybody will come back because of these schemes. As I said, most of them may be attracted by the higher remuneration they draw. If it is only job satisfaction they are after, we should certainly look into their problems and provide all the challenges they require so that they may have job satisfaction.

**MR. SPEAKER:** Next question. Shri Samar Mukherjee

**DR. KAILAS:** Question 140 is similar. Both may be taken together.

**MR. SPEAKER:** My attention should have been invited at the very beginning. I have already called the next question.

#### Production of railway wagons

\*124. **SHRI SAMAR MUKHERJEE:**  
**SHRI SAROJ MUKHERJEE:**

Will the Minister of **INDUSTRY AND CIVIL SUPPLIES** be pleased to state:

(a) the total production of railway wagons during 1973-74;

(b) the number of wagons in use at present;

(c) the gap between the demand and the availability of wagons in India; and

(d) the amount of money given to the private wagon manufacturers during the last three years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) The total production of Railway wagons in terms of 4-wheelers during 1973-74 is 12198 Nos.

(b) The average number of wagons on line (four-wheelers) for the year 1973-74 is as under:—

Broad Gauge	1,05,777
Metre Gauge	3,37,791.
Narrow Gauge	9,555

(c) Nil.

(d) 1971-72 — Rs. 15.52 crores  
1972-73 — Rs. 23.66 Do.  
1973-74 — Rs. 34.45 Do

SHRI SAMAR MUKHERJEE:

There were complaints in the past about shortage of wagons for the movement of coal and other essential commodities and people were agitating for the increased production of wagons for a short time. Now the Minister says that there is no shortage of wagons. In fact, the wagon industry is in a very bad condition. According to newspaper reports, in 1972 the installed capacity was 13,000 and actual production 9,721. In 1973 the installed capacity was 33,869 and actual production 11,000. This shows that the production has fallen very much in relation to the installed capacity and the industry is facing a crisis. When the production is falling, why has the installed capacity been increased? Has the Government made any concrete study of the actual requirements of wagons and the capacity to manufacture such wagons? Now the wagon industry is absolutely dependent on railway orders. Since there are no railway orders, are the Government prepared to provide them with other types of orders so that this industry may be kept running to its full capacity?

SHRI A. C. GEORGE: I agree with the hon. Member that the wagon industry in this country is facing a difficult time. We have 13 functioning units of the wagon industry and the effective capacity of these functioning units is 27,128 per year. I agree with the hon. Member that the production has not come up to the expectation or the effective capacity.

The sole customer of the wagon industry is the railways. The projection of the wagon requirements for the Fifth Plan was 1,10,000 split up into 22,000 per year. But according to the revised rolling stock programme of the railways, they have cut it down because of the financial stringency. Obviously, we are not having enough orders to keep all these units going. But we are trying to explore the possibility of markets outside. Recently, there were some very encouraging offers from the Middle East and West Asian countries. We are exploring all these possibilities to see that these units are kept alive.

SHRI PILOO MODY: What about the Soviet offer?

SHRI A. C. GEORGE: Not for wagons.

The shortfall in production is because of the reduced demand of the railways on account of the revised programme of rolling stock. We are exploring the possibility of both exports and increased off-take by the railways so that these units may function.

MR. SPEAKER: Which was the question which some hon. Member wanted to be taken up together?

SHRI RAGHUNANDAN LAL BHATIA: The suggestion was that Question No. 140 should also be taken along with this because both are on the same subject.

MR. SPEAKER: All right. Let them be taken together.