

scale of fees in accordance with which fees shall be charged in respect of those matters on and from such date as specified in the Regulations. The Act does not provide for the UGC exercising control in the matter of admissions.

(b) It is left to the universities to frame their own policies and rules on admission.

Filling up of Reserve Posts in Universities

201. SHRI S. MUTHU MANI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commissions (UGC) has directed all the Central Universities as well as deemed varsities to fill the teaching and non-teaching posts reserved for SCs/STs;

(b) the targets fixed to fill the teaching and non-teaching posts from SCs/STs and the strength of the staff from SC/ST as on date, including the reasons for non achievement of the target fixed; and

(c) whether the UGC has decided to prepare a national register of qualified SC/ST candidates for the post of lecturers?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) to (c) According to the information furnished by the University Grants Commission, the Central and the Deemed Universities have advised that all vacant posts reserved for SC/ST are required to be filled up by persons belonging to those categories and are not to be dereserved. The Commission has also advised them to fill the teaching and non-teaching reserved posts through Special Recruitment Drive and a copy of the advertisement appearing in newspapers be furnished to them. Further, the posts falling vacant under the roster should be filled only by SC/ST candidates and should not be dereserved.

Information regarding representation of SCs and STs in teaching and non-teaching posts as well as admission of students to various courses in Central and Deemed Universities is being collected and shall be laid on the Table of the House.

The Univeristy Grants Commission reviews the progress of the implementation of the reservation policy in letter and spirit through (i) a monitoring Committee; and (ii) periodical meetings with the Vice-Chancellors/ Directors and the Registrars of Central Universities/Deemed Universities.

The University Grants Commission have also decided to prepare a register of qualified SC/ST candidates.

हिमाचल प्रदेश में रेलवे का विस्तार और गेज परिवर्तन

202. श्री महेश्वर सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने इस वर्ष के बजट सत्र में हिमाचल प्रदेश में रेलवे के विस्तार और गेज परिवर्तन संबंधी घोषणा के अनुसरण में कोई कार्यवाही आरंभ की है; और

(ख) यदि हां, तो अब तक आरंभ किये जा चुके कार्यों का ब्यौरा क्या है और ऐसे प्रत्येक कार्य की अद्यतन स्थिति क्या है?

रेल मंत्रालय में राज्य मंत्री (श्री सतपाल महाराज): (क) जी हां।

(ख) नंगलडैम-तलवाड़ा नई लाइन का कार्य रोक दिया गया है और भूमि के अधिग्रहण के संबंध में नक्शे और कागजात तैयार करने का काम शुरू किया गया है। भूमि उपलब्ध हो जाने पर इस काम को फिर से शुरू कर दिया जायेगा। विलासपुर के रास्ते भनुपली से बेरी तक नई लाइन के लिए सर्वेक्षण पूरा हो चुका है और इस परियोजना के लिए धन की व्यवस्था के तौर तरीकों के बारे में हिमाचल प्रदेश सरकार के साथ विचार किया जा रहा है पठानकोट-जोगिन्दर नगर कुल्लु घाटी छोटी लाइन को बड़ी लाइन में बदलने तथा इसे बैजनाथ से भनुपली तक बढ़ाने के लिए सर्वेक्षण का कार्य भी हाथ में लिया गया है। इस परियोजना पर आगे विचार करना तभी

संभव होगा जब सर्वेक्षण रिपोर्ट उपलब्ध हो जाएगी।

Optimum Utilisation of Wagons

203. DR. B.B. DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have not made perceptible improvement in the efficiency indices of utilisation of wagons leading to huge losses;

(b) if so, the details thereof and how these efficiency indices compare with other Railways of the world; and

(c) the details of the steps taken by the Railways for optimum utilisation of wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Indian Railways have improved their wagon utilisation performance. Year-wise details from 1990-91 to 1995-96 in respect of wagon utilisation indices viz., NTKM/

wagon-day, wagon-kilometre/wagon-day and wagon turn-round are given in the enclosed statements-I (See below)

(b) The figures of wagon utilisation of other comparable Railway System are given in the enclosed statement-II (See below)

(c) the following steps have been taken to improve wagon utilisation:—

- (1) Engine on load system.
- (2) Introduction of crack rakes of air-brake stock on specified circuits with intensive maintenance to give extended run.
- (3) Segregation of unloadable box wagons.
- (4) Introduction of higher Horse Power locos to increase the speed of freight train; and
- (5) Intensive monitoring at terminals for loading and unloading to reduce detention to wagons etc.

Statement-I

Wagon Utilisation Indices for Indian Railways From 1990-91 to 1995-96

Year	NTKM % /Wagon-day	Improvement	Wagon km./wagon-day	%Improvement
1990-91	1407		110.50	
1991-92	1439	2.3	113.20	2.4
1992-93	1457	1.3	116.40	2.8
1993-94	1506	3.4	125.00	7.4
1994-95	1590	5.6	138.50	10.8
1995-96	1754	10.3	148.10	6.9

Year	wagon turnround	% Improvement
1990-91	11.5	
1991-92	11.1	3.5
1992-93	10.8	2.7
1993-94	10.6	1.9
1994-95	9.9	6.6
1995-96	9.1	8.1