

vation to wet cultivation, and therefore, the benefits of this irrigation will not be derived?

SHRI A. M. THOMAS: I think the assumption contained in the question is not correct. All the possible benefits that can be had under minor, medium and major irrigation schemes are being provided.

SHRI SONUSING DHANSING PATIL: Is it a fact that irrigation facilities are not being adequately used in some of the major projects like Damodar Valley, Tungabhadra and Kokhrapara?

SHRI A. M. THOMAS: Sir, this question really relates to the Ministry of Irrigation and Power.

SHRI M. VALIULLA: May I know, Sir, out of Rs. 103 crores, how much is from the State and how much from the Centre, and whatever is from the Centre, how much is aid and how much loan?

SHRI A. M. THOMAS: The condition is that 12½ per cent. is a subsidy from the Centre and 12½ per cent. will be from the State.

SHRI MAHESWAR NAIK: May I know, Sir, what extra area of land was brought under irrigation before the beginning of the Second Five Year Plan?

SHRI A. M. THOMAS: I have no information at present.

SHRI KISHEN CHAND: May I know from the hon. Minister whether it is a fact that in the case of the Tungabhadra Project the assistance asked for by the Andhra Government has not been granted by the Central Government?

SHRI A. M. THOMAS: The hon. Member knows that this question relates to minor irrigation, and therefore, I am not in a position to answer it.

MANUFACTURE OF RAILWAY WAGONS IN INDIA—LICENSING OF ENGINEERING FIRMS

*86. DR. RAGHUBIR SINH: Will the Minister for RAILWAYS be pleased to state:

(a) whether Government have any proposal under consideration for licensing engineering firms for the manufacture of railway wagons in India;

(b) if so, where the factories for the purpose will be located and what will be the expected annual capacity of each such factory; and

(c) when these factories are expected to go into production?

THE DEPUTY MINISTER FOR RAILWAYS (SHRI SHAH NAWAZ KHAN):

(a) Yes.

(b) 8 in Northern, 3 in Western, 2 in Southern and 2 in Eastern areas of the country. Each of these factories is to develop capacity up to 1,000 wagons annually except one which has to develop annual capacity upto 400 wagons only.

(c) No specific date can be given as it depends upon the prospective wagon manufacturers.

DR. R. B. GOUR: Who owns these factories, may I know?

SHRI SHAH NAWAZ KHAN: These are all in the private sector. There are about 15 names.

DR. RAGHUBIR SINH: I thought that the hon. Deputy Minister would give the exact location and not just state 'Northern, Western, Southern' and so on.

SHRI SHAH NAWAZ KHAN: I can give them, if you will permit me.

DR. RAGHUBIR SINH: I wanted to ask later on how these places were selected.

SHRI V. K. DHAGE: Which are the places where these factories are to be located?

SHRI SHAH NAWAZ KHAN: Sant-ragach, Kanpur, Bharatpur, Allahabad, Bareilly, Pattabiram (near Avadi, Madras), Bombay, Madras, Barauni (or Mokameh), Delhi, Sahibabad (Ghaziabad), Delhi, Ahmedabad, Kanpur, Sawaimadhopur, Rajkot.

DR. RAGHUBIR SINH: May I know how many of these firms are privately-owned and how many of them are going to be State-owned?

SHRI SHAH NAWAZ KHAN: All of them are privately-owned.

مولانا ایم - فاروقی : کیا گورنمنٹ

ان فیکٹریوں کی کوئی مدد بھی کرتی ہے ؟

†[मौलाना एम० फारूकी : क्या गवर्नमेंट इन फैक्टरियों की कोई मदद भी करती है ?]

श्री शाहनवाज खान : कोई खास मदद तो नहीं करती ।

مولانا ایم - فاروقی : لون یا گرانٹ

کی صورت میں کوئی مدد دیتی ہے -

†[मौलाना एम० फारूकी : लोन या ग्रांट की सूरत में कोई मदद देती है ?]

श्री शाहनवाज खान : नहीं देती है ।

SHRI KISHEN CHAND: From the list read out by the hon. Minister, it is clear that most of the factories are situated in North India. May I know why, except for the two factories which are situated in Avadi and Madras, the rest are all in North India? What are the special reasons for giving them licences for the manufacture of wagons?

SHRI SHAH NAWAZ KHAN: One of the main considerations before us was to disperse them equally throughout the country. If the hon. Member would see the list, he will agree that they are well-dispersed. Another consideration was that they should be located at places where broad gauge and metre gauge lines converge.

†Hindi transliteration.

SHRI B. K. MUKERJEE: Am I to understand that there are no existing firms which can undertake the construction of these wagons?

SHRI SHAH NAWAZ KHAN: At present there are eight firms which are engaged in the manufacture of wagons. They are manufacturing something like 17,000 wagons annually, but that is not enough to meet our requirements. We shall have to raise it to about 36,000 by the end of the Plan period.

SHRI B. K. MUKERJEE: Am I to understand that the existing factories are working to their full capacity and they can produce only 17,000 annually or they cannot produce more?

SHRI JAGJIWAN RAM: If they want to increase their capacity there is nothing to prevent them. If my hon. friend could persuade them, I will be glad.

SHRI RAGHUBIR SINH: May I know whether any direction has been given to these firms about the time by which they must be able to produce, according to certain specifications, a certain number of wagons?

SHRI SHAH NAWAZ KHAN: Educational orders have been placed on some of the firms and they have been asked to produce wagons by the 30th June 1958.

DR. R. B. GOUR: Do the Government pay any amount in advance towards the cost of these wagons even before the wagons are delivered to the Government?

SHRI SHAH NAWAZ KHAN: I do not think we have made any such commitments.

DR. R. B. GOUR: Is he sure?

SINKING OF LOCOMOTIVES IN THE ALEXANDRA DOCK BASIN, BOMBAY

*87. **DR. RAGHUBIR SINH:** Will the Minister for TRANSPORT AND COMMUNICATIONS be pleased to state: