

(b) if so, whether any other country is collaborating and the capital outlay involved; and

(c) when the work on the project is likely to be started?

The Minister of Steel, Mines and Metals (Dr. Channa Reddy): (a) and (b). Presumably the reference is to the development of magnetite iron ore deposits in Kudremukh area in Chickmagalore district, Mysore. The Government has under consideration proposals for detailed investigations and exploitation of these deposits which have been prospected by the National Mineral Development Corporation. An offer of technical and financial collaboration in conducting metallurgical tests and pilot plant investigations preliminary to commercial exploitation of the deposits has been received from an American firm together with its three Japanese associates. The matter is under consideration.

(c) The details of the project will be determined after the pilot plant investigations and other tests have been carried out. The National Mineral Development Corporation is, however, carrying out exploratory work in the area.

श्री कामेश्वर सिंह : अध्यक्ष महोदय, क्या मन्त्री महोदय बताएंगे कि इस खान से जो लोहा निकलेगा उसके बल्क लोडिंग के लिए किन किन बन्दरगाहों पर इन्तजाम किया जा रहा है और यह कितने सौ प्रति घंटे के हिसाब से ?

डा० चन्ना रेड्डी : मैं सवाल समझा नहीं ।

Shri Kameshwar Singh: I want to know at which port this iron ore will be loaded and at how many hundred tons per hour loading will take place?

Dr. Channa Reddy: That is a matter of investigation and the foreign experts who have come here are working out the details because this requires a special arrangement and it may be that the iron ore has to be transferred to the port by a pipe line.

श्री कामेश्वर सिंह : क्या मन्त्री महोदय बतावायेंगे कि नेशनल मिनरल डेवलपमेंट कौंसिल ने एम० एम० टी० सी० को जितना भी आयरन और सप्लाय करने का वादा किया था मार्च तक, वह क्यों नहीं किया, जिसकी वजह से भारत की प्रतिष्ठा जापान को आयरन और सप्लाय करने की जो रही है वह गिरी है और उसको मूल्य कम मिलता है । इसके लिये कौन जिम्मेदार है ?

डा० चन्ना रेड्डी : जो भी एम० एम० टी० सी० का एक्स्प्लायटेशन नहीं हो रहा है वह सिर्फ कोल कंजेशन की तकलीफ की वजह से है । वाइजग पोर्ट पर भी कंजेशन है और कलकत्ता में भी है । इसलिये यह रुकावट पड़ रही है । प्रोडक्शन नहीं हो रहा है इसकी वजह से यह रुकावट नहीं है ।

SHORT NOTICE QUESTION

Dislocation of Train Services in West Bengal

+

S.N.Q. 37. **Shri Bibhut Mishra:**
Shri Samar Guha:

Will the Minister of Railways be pleased to state:

(a) whether it is fact that all trains to and from Calcutta have been very frequently held-up in West Bengal during the last two months thus causing dislocation to traffic and affecting the industry and trade in the State;

(b) if so, the measures which Government propose to take to check such frequent hold-ups; and

(c) the estimated loss caused to the Railways, industry and trade as a result of such hold-ups during the last two months?

The Deputy Minister in the Ministry of Railways (Shri S. C. Jamir): (a) There were 111 cases of hold ups of trains carrying passengers in West Bengal on Eastern and South Eastern Railways in May and June, 1967.

(b) Maintenance of law and order within railway premises and in railway trains being the responsibility of the State Government concerned, the State Police of West Bengal have taken necessary steps for ensuring safety of life and property of passengers. On receipt of a special request from the Inspector General of Police, West Bengal, on 20th June 1967, 8 Armed companies of the Railway Protection Special Force were drafted to assist the State Police in strengthening train escorts and since then the position has shown improvement.

(c) Losses due to hold-ups of trains so far as Railways are concerned, are reported to be negligible. Losses to trade and industry cannot be easily assessed.

श्री विभूति मिश्र : मैं जानना चाहता हूँ कि कलकत्ता आने जाने वाली गाड़ियों को जो रोक रक्खा जाता है उस में मैं क्या किसी राजनीतिक पार्टी का हाथ है? यदि हा तो कौन सी पार्टी का? मैं यह भी जानना चाहता हूँ कि कहां तक बंगाल गवर्नमेंट और श्री अजय मुकुर्जी इस में सरकार को सहयोग प्रदान कर रहे हैं? कलकत्ता, बंगाल, इस्टर्न यू० पी०, बिहार, असम, उड़ीसा की यह लाइफ-लाइन है। इस लिए जो लोग यहाँ रहते हैं उन की सेप्टी के लिये सरकार क्या इन्तजाम कर रही है?

The Minister of State in the Ministry of Railways (Shri Parimal Ghosh): Sir, whether any political parties are involved in it or not is a matter which the Railway Ministry has not gone into. Regarding the question of political parties I would ask the hon. Member to refer to the Ministry of Home Affairs. The Railways are only concerned with the hold-ups of trains.

Shri D. N. Tiwary: Have you any information?

Shri Parimal Ghosh: We do not have any information whether any political parties are involved or not.

श्री विभूति मिश्र : अभी मंत्री जी ने कहा कि यह होम मिनिस्ट्री से पूछा जाये। अध्यक्ष महोदय, अगर कोई मेरा सामान उठा कर ले जाये तो क्या मैं होम मिनिस्ट्री से पूछता रहूंगा और कहूंगा कि फलां घादमी चोर है? अगर यह होम मिनिस्ट्री का मामला है तो हमारे रेलवे मिनिस्टर भी कैबिनेट के मेम्बर हैं और पूरी कैबिनेट इस के लिये जवाबदेह है। मैं इस लिये मंत्री महोदय से जानना चाहता हूँ कि जब बंगाल गाड़ियां जाती हैं तब कौनसी पोलिटिकल पार्टी है जो उन को रोक रखती है और यात्रियों को तकलीफ होती है? क्या यह सही है कि बिहार से जो चीनी जाती है उस को रोक कर चीनी के बोरे लोग ले जाते हैं? यदि यह सही है तो इस के बारे में मंत्री जी के पास क्या इन्फार्मेशन है?

Shri Parimal Ghosh: We do not have that particular information.

Shri Samar Guha: The dislocation of trains is really a very serious thing but I will try to draw your attention to the fact that the people of Bengal have not suddenly turned to be a community of dacoits, wagon-breakers or train-squatters. There are basic reasons for this.

Mr. Speaker: You ask for information.

Shri Samar Guha: They do not understand the basic reasons; particularly the Congress people do not understand the basic reasons.

Shri Hanumanthaiya: I understand that the Bengal of Vivekananda is not the Bengal of Jyoti Basu.

Mr. Speaker: We are on the short notice question now.

Shri Samar Guha: There are two basic reasons for this. My hon. friend,

Shri Bibhuti Mishra, has tried to make it out as a law and order problem and imputed political motives. It is not essentially a law and order problem.

Mr. Speaker: What is your question?

Shri Samar Guha: There are two basic reasons for it and they have to understand them. One basic reason is this. The whole of Bengal is suffering from a food crisis. People are trying in a desperate way....

Mr. Speaker: You are making a speech; you are not asking a question at all.

Shri Samar Guha: May I know whether it is a fact that due to the desperate food crisis in West Bengal the people of West Bengal are behaving in this way to impress upon the Government the seriousness of the food crisis? A large number of people are squatting on the rail track only to impress upon the Government that the people of West Bengal are suffering acutely. Secondly, millions of people travel daily particularly on the suburban trains of Calcutta; they are daily passengers. But there is irregularity in train movement as also infrequency in the movement of trains. These are the two basic reasons for this.

Mr. Speaker: He has given very valuable information. Shri Indrajit Gupta.

Shri Samar Guha: What is the reply?

Mr. Speaker: You have given very valuable information. People may not agree with it. You have yourself given two reasons why trains are being stopped. One is that food is not available, and, therefore, their hunger will be satisfied by sitting on the railway lines. He is very thankful to you for giving the information. What else can he say?

Shri Samar Guha: I protest. It has been reduced to a ridiculous level.

Mr. Speaker: You ask a question.

Shri Samar Guha: The question is whether the Railway Minister knows that there is irregular train movement and frequent breakdown in the movement of suburban trains as a result of which the daily passenger is inconvenienced. The second thing is about the food crisis.

Shri Parimal Ghosh: The hon. Member raised the issue whether it is a question of law and order or not. It is definitely a question of law and order because these are pure acts of hooliganism. Some of the people are holding up these trains by pulling alarm chains, by disconnecting the hose pipes and by squatting on the track. As to the reasons, the hon. Member has said that this is because of the food shortage. I do not know exactly what are the reasons. He said that because of the acute food shortage people wanted to give expression to their feelings and are squatting on the track. In answer to that my point would be that the food problem is equally acute in Bihar and UP but so far as the railways are concerned we do not have that kind of holdup in Bihar and UP. Earlier the question was whether it is politically motivated or not. That part of the question, as I have said, is not the Railways' business to answer.

Shri Indrajit Gupta: In view of the fact that the hon. Minister says that he is not aware of the complexion of any political party that may be mixed up in this affair—he was unable to satisfy Shri Bibhuti Mishra's curiosity—may I know whether his attention has been drawn to a report appearing in yesterday's *Statesman* of Calcutta? With your permission, I may read out just two sentences out of it:—

"Eight people including a woman were injured when the police fired three rounds at Dhubulia railway

station, 70 miles from Sealdah at about 3 P.M. yesterday to disperse about 500 people belonging to a refugee camp after they had uprooted portions of the railway track and attacked the police with arrows and broken bricks...the demonstrations led by a local Congress leader squatted on the rail track demanding doles and food quota for their camp. When the Sub-Divisional Officer and the District Magistrate of Nadia tried to persuade them to leave, the refugees including many women and children demanded that the Rehabilitation Minister, Mr. Niranjana Sen, should come to the spot."

May I know whether the attention of the Minister has been drawn to this report which clearly shows that squatting and holding up of trains is led by the local Congress leaders? (Interruptions). It is being done with a political motive to discredit the Government in West Bengal. It is a movement against the Government there. (Interruption).

Mr. Speaker: There can be no answer. Shri Chatterji.

Shri Indrajit Gupta: What is the answer? (Interruption). If Shri Bibhuti Mishra is very eager to know it, let him read this. I can give it to him.

Shri Krishna Kumar Chatterji: In Burdwan, a train was held up and compartments were looted and even ornaments from women-folk were looted and a political party was behind all this. Is the hon. Minister aware of this incident and, if so, will he give a report to this House?

Mr. Speaker: Looting has become the order of the day. Why throw mud on other parties? Let us try to control looting. Shri Vajpayee.

श्री सदन बिहारी बाजपेयी : क्या यह सच नहीं है कि रेलगाड़ियों को रोकने की

जो घटनाएँ हुई हैं उन में रेल कर्मचारियों को, विशेषतः झाड़वरो को, गाड़ों को और स्टेशन मास्टर्स को भीड़ द्वारा पीटा गया है? मैं जानना चाहता हूँ कि रेल मंत्रालय ने अपने कर्मचारियों की सुरक्षा के लिए कोई विशेष कदम उठाये हैं क्योंकि अगर रेल कर्मचारियों को काम करने नहीं दिया जाएगा तो वे किसी भी दिद हड़ताल पर जा सकते हैं।

Shri Parimal Ghosh: There are certain cases which have been reported where our railway staff has been man-handled and attacked at many of the stations. So, the necessary arrangement has already been made to provide escorts. Along with G.R.P we have also sent some of the Railway Protection Special Force staff. The trains which are vulnerable to this kind of attacks are being escorted by them.

Shri Jyotirmoy Basu: The hon. Minister may kindly tell us, between the period March to June, 1967, how many hold-ups were there and out of them how many were arranged by travelling passengers due to operational irregularities and failures on the part of the Railways and how many were arranged by outsiders?

Shri Parimal Ghosh: Between 18th June 1967 and 30th June 1967....

Shri Jyotirmoy Basu: From 1st March to 30th June, 1967.

Shri Parimal Ghosh: I do not have the figures for that period.

Shri Jyotirmoy Basu: Let him give whatever information he has got.

Shri Parimal Ghosh: On Eastern Railway, there were 18 cases of hold-ups in April 1967, 32 cases in May and 31 in June. On the South Eastern Railway, there were 8 cases in April, 22 in May and 26 in June.

Shri Jyotirmoy Basu: How many hold-ups were arranged by the travelling passengers due to operational irregularities and failures on the part of the Railways?

Shri Parimal Ghosh: None of them are on account of operational irregularities. All of them are hold-ups.

Shri Jyotirmoy Basu: How many hold-ups were organised by the travelling passengers?

Shri Parimal Ghosh: That we do not know.

श्री प्रकाशवीर शास्त्री: मैं जानना चाहता हूँ कि क्या रेल मंत्रालय ने इस प्रकार के भी कुछ आंकड़े एकत्र किए हैं कि फरवरी से पहले एक वर्ष में जितनी दुर्घटनाएँ पश्चिमी बंगाल में हुई थीं क्या इन पिछले छः महीनों में भी उसी अनुपात से हुई हैं या इन छः महीनों में दुर्घटनाओं का अनुपात बढ़ा है? यदि बढ़ा है तो कितने प्रतिशत बढ़ा है?

Shri Parimal Ghosh: No, Sir. The information is that, since last month, the number of hold-ups is on the decrease and not on the increase. Here, I would like to stress one point. The law and order question is essentially a matter for the State Government and the State Government, from the very beginning, were doing their best. But in spite of their honest efforts, they could not cope with the situation. So, the I.G., West Bengal, requested the Railway Board to send about eight companies of Railway Protection special Force to help them and immediately on receipt of that message, the Railway Board arranged for these eight companies. Since then, the number of hold-ups is progressively decreasing.

Shri Shivajirao S. Deshmukh: In view of the large number of hold-ups in Calcutta town by demonstrators sitting on the railway track, would the Minister kindly consider making adequate sitting arrangements on the railway track?

Mr. Speaker: Dr. Ranen Sen.

Dr. Ranen Sen: Is it known to the Minister that for a very long time since the rationing was introduced in

the Greater Calcutta region, there has been a regular smuggling going on from the villages to the statutory ration area, and of late, this smuggling has increased to a very great extent in which collusion or association of a section of the railway staff was also suspected very recently and as a result thereof, there have been several cases where the Police themselves had to stop the trains in order to catch the smugglers who were taking the grains to Calcutta and other areas, and if this is known to the Railway Minister, may I know what arrangements has the Railway Minister made, in regard to giving the aid of the Railway Protection Force, so that these smugglers could be arrested?

Shri Parimal Ghosh: As I have already said, the protection for these sorts of things entirely lies with the Government of West Bengal and not with the Ministry of Railways. Further, as I have already said, the West Bengal Government wanted additional help and the necessary help has already been given to them.

Shrimati Lakshmikanthamma: The previous Chief Minister of West Bengal had written to the Home Minister that some secret documents were found which indicated that it was a part of the programme of the Left Communists to dislocate the trains and temper with the signals and other things. Whatever it is, whether it is an agitation for a steel plant or they are the activities of the political parties, the sufferers are the Railways. May I know whether the Railways are in touch with the Home Ministry to find out the problems and save these things? (Interruptions) It was there.

Mr. Speaker: Mr. Kanwar Lal Gupta.

श्री कंवर लाल गुप्त: रेल-गाड़ियों को रोकने तथा सबवोटिंग की जो घटनाएँ हो रही हैं उनको रोकने के लिए आपने वेस्ट बंगाल गवर्नमेंट से कुछ प्रार्थना की है और मदद की मांग की है यदि हाँ तो पश्चिमी

बंगाल की सरकार ने कितनी और क्या मदद आपको दी है ?

Shri Parimal Ghosh: The General Manager of the Eastern Railway contacted the Chief Minister of West Bengal and requested him to use his good offices and give all the necessary help. The Chief Minister, West Bengal, is also trying his best to render the necessary help to the Railways, so that these sorts of things could be....

Shri Kanwar Lal Gupta: What was the necessary help demanded and what was given? Be concrete.

Shri Parimal Ghosh: By way of providing Government Railway Police. As I have already said, the Chief Minister of West Bengal wanted to help the Railways and on the basis of that, he asked the Railway Board to send eight companies of Railway Protection Special Force and these companies have been sent and they are supplementing the existing Government Railway Police.

श्री सीता राम केसरी : क्या यह सत्य है कि जो लोग रेलवे लाइन पर धरना देते हैं, वे ट्रेन को रोक कर यात्रियों के हाथ में माफ़ी-त्से-तुंग का फ़ोटो देते हैं, और उन को उस की "जय" का नारा लगाने के लिए कहते हैं और जो यात्री ऐसा करने से इन्कार करते हैं, उन को तंग किया जाता है और उन की भर्त्सना की जाती है ? क्या मंत्री महोदय को इस आशय के कोई समाचार मिले हैं ?

Shri Parimal Ghosh: No, we do not have that sort of information.

Shri H. N. Mukerjee: May I know whether the hon. Minister is aware that particularly in the suburban section in the Calcutta region there are masses of passengers who travel, and on account of upsets in the schedule of stops at stations, on account also of irregular running of trains and the congestion which is overpowering on account, I am sure, of the inadequacy of the services, the patience of the

people is drained to the breaking point and occasionally incidents happen? May I know what the hon. Minister is going to do about it?

Shri Parimal Ghosh: Congestion is definitely there in the suburban trains. But there is nothing new that has happened during the last four months; this congestion was there for the last one and a half years. Particularly in the context of these hold-ups I would say that congestion etc. is not the direct cause of these hold-ups. At least our information is to that effect.

श्री प्रेम चन्द वर्मा : मन्त्री महोदय ने अभी बताया है कि ट्रेनों को रोकने के 111 मामले हुए हैं। मैं यह जानना चाहता हूँ कि इन मामलों में कितने लोग गिरफ्तार किये गये, कितने लोग मारे गए, कितने जख्मी हुए और कितनों को नुकसान हुआ।

Shri Parimal Ghosh: In the Eastern Railway in the month of May there has been only one arrest and in the month of June there were 42 arrests. In the South-Eastern Railway, in the month of June, the figure was 13; in Eastern Railway, in the month of July, up to the 26th July, 1967, 30 people were arrested.

Shri S. M. Banerjee: May I know whether the Railway Ministry had any discussion with the Chief Minister or the Home Minister of West Bengal in this respect in order to find a lasting solution to this problem?

Shri Parimal Ghosh: So far as the law and order points is concerned, the railway authorities did have consultations with the Chief Minister and also with the Deputy Chief Minister of West Bengal.

Shri R. D. Bhandare: Since the Railway Protection Force does not have sufficient powers to give protection to the passengers, may I know what steps Government would like to take to arm them with the necessary powers for that purpose?

Shri Parimal Ghosh: We have already formed a high-powered committee and this Committee are going into these things.

श्री मोलू प्रसाद : मैं यह जानना चाहता हूँ कि जिस सत्य ग्रह के पेट से यह सरकार पैदा हुई है, क्या उस सत्याग्रह में भाग लेने वाले सत्याग्रहियों के लिए उसने कानून की कोई धारा बनाई है। उन लोगों को राजनीतिक बन्दी नहीं माना जाता है, बल्कि उनको क्रिमिनल ला के मातहत गिरफ्तार किया है। जब अहिंसात्मक आन्दोलनों का निरादर किया जाता है, तो हिंसक आन्दोलनों के उभरने का खतरा पैदा होता है।

Mr. Speaker: I do not think that this question need be answered.

श्री प्र० सि० सहगल : रेलवे प्रोटेक्शन फोर्स को अधिकार देने के बारे में जो कमेटी बनाई गई है, उस ने अभी कोई निर्णय नहीं लिया है। मैं यह जानना चाहता हूँ कि क्या सरकार उसको यह अधिकार भी देना चाहेगी कि जो कोई ट्रेन को रोके या नुकसान पहुंचाये, उसको आन दि स्पॉट गोली से मार दिया जाय।

Shri Parimal Ghosh: I have already stated that we have formed a high-powered committee and they will be having consultations with the Chief Ministers in order to find out ways and means how the Railway Protection Force could be given additional powers.

Shri D. N. Tiwary: There have been many hold-ups and many cases of looting of articles. May I know whether the hon. Minister has any information about what worth of property of the public has been looted in the trains and whether any compensation to trade has been paid or not?

Shri Parimal Ghosh: In these cases of hold-ups, so far as railway properties are concerned, the loss is practically negligible.

Shri D. N. Tiwary: I was asking about passengers' property.

Shri Parimal Ghosh: As regards passengers' property also, there are no specific cases of looting of passengers' property. So far as the trade is concerned, we do not have any particular point raised by the trade that their business or other things have been affected.

Shri Indrajit Gupta: They are making a mountain out of a mole-hill.

WRITTEN ANSWERS TO QUESTIONS

Manufacture of Transformers

*1446. **Shri S. K. Tapuriah:**
Shri P. N. Solanki:

Will the Minister of **Industrial Development and Company Affairs** be pleased to state:

(a) whether Government have refused permission to a private sector company to make 220 K. V. transformers, even though they have the know-how and installed capacity.

(b) whether it is a fact that during the last 2 years, transformers worth Rs. 8 crores have been allowed to be imported; and

(c) the reasons for spending precious foreign exchange when the item can be manufactured in the country?

The Minister of Industrial Development and Company Affairs (Shri F.A. Ahmed): (a) No, Sir.

(b) Transformers have been imported in the last two years. The details of the imports of power transformers separately are not available.

(c) Imports are allowed only after strict scrutiny and considering all aspects like indigenous availability and delivery dates. Though larger transformers are at present produced in the country, imports were allowed in the past in the context of certain