

लाने ले जावे में सुविधा हो और बाज सारे देश की जो डिमान्ड है वह सेटिस्फाई की जा सके? क्या सरकार इस तरह की कोई नयी स्कीम बनायेगी?

SHRI PARIMAL GHOSH: Such a need is not being felt now.

श्रीमती बयाबेन शाह: अध्यक्ष महोदय, जैसे कि वेस्टर्न जोन है, बाम्बे और सारा का सारा राजस्थान, मध्य प्रदेश और गुजरात का हिस्सा है, उसकी क्या डिमान्डस हैं, उनका कैसे काम चलता है, इन बातों को देखते हुए सरकार कुछ करने के लिए तैयार है?

MR. SPEAKER: He has answered that.

SHRI S. M. BANERJEE: There has been a persistent demand by the people of Kanpur that there should be a direct train from Kanpur via Jhansi to Bombay. I would like to know whether that proposal has at all been considered, and if not, when the proposal is likely to be considered.

SHRI PARIMAL GHOSH: The main bottleneck for the introduction of that kind of direct train is mainly in the Jhansi Division, as the hon. Member knows. We have taken up doubling of some lines and also increasing the line capacity in other sections. After these works have been completed, this point will naturally be considered.

Heavy Engineering Corporation, Ranchi

*643. **SHRI KARTIK ORAON:** Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that plants were imported from U. S. S. R. for the fabrication of the VI Blast Furnace of Bhilai Steel Plant and that they were supposed to be marked at the Heavy Engineering Corporation Limited Ranchi and for which templates were made in the Heavy Machine Building Plant, but later marked plates were imported from U. S. S. R.; and

(b) if so, what was the rate of additional expenditure per ton and the total

additional expenditure involved by way of payment for marked plates?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RACHUNATH REDDI): (a) and (b). A statement is laid on the Table of the House.

Statement

In view of the fact that the shell of the 1719 cubic metres blast furnace was being manufactured in the country for the first time and the plates for the shell were being imported in any case, it was decided by the HEC that marked steel plates would be imported for one furnace shell only from the U.S.S.R. At the same time, in order to develop the special skill and expertise in the manufacture of these shells, the Heavy Machine Building Plant also manufactured templates for marking. As a result of this step, the Heavy Machine Building Plant was able to manufacture a much larger blast furnace shell of a capacity of 2000 cubic metres for the Bokaro Plant with unmarked steel plates imported from the USSR. The Heavy Machine Building Plant had contracted with the Soviet suppliers for marked steel plates for the blast furnace shell and steel plates for Copper Stoves, Scrubbers and Dust Catchers.

Since both marked and unmarked steel plates were included in the same contract and since the USSR suppliers have not indicated separate prices for different categories, it would not be possible to indicate the rate of additional expenditure per ton and the total additional expenditure involved by way of payment for marked plates.

SHRI KARTIK ORAON: Obviously if HEC was supposed to prepare the templates and get all the plates imported from USSR marked at the shop of Heavy Machine Building Plant, there was no plan to get marked plates from USSR. I would like to know what were the circumstances which weighed in favour of getting the marked plates from USSR after substantial amount had been spent for design, technology and templates and thus causing the HEC to make additional payment just for nothing.

SHRI RAGHUNATH REDDI : In the first instance as far as the supply to the Bhilai plant is concerned, they imported plates which have been marked. The H. M. B. P. Section of HEC started the work of marking. I may respectfully inform the hon. Member that for the purpose of Bokaro plant, for manufacture a blast furnace shell 2000 cubic metres. The plates which have been imported were marked by the HEC itself. Now the HEC is upto the mark in dealing with such matters.

SHORT NOTICE QUESTION

अहमदाबाद में रेलवे सम्पत्ति की क्षति

SNQ. 11. श्री यशकन्त सिंह कुशाबाहू : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में उपद्रव करने वाली विद्यार्थियों की एक भीड़ ने अहमदाबाद तथा उसके निकटस्थ क्षेत्रों में रेलवे सम्पत्ति को भारी क्षति पहुंचाई थी; और

(ख) यदि हाँ, तो उसका ब्यौरा क्या है ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes Sir. During the last week of November, 1968 an incident took place near Botad Railway Station about 180 kilometres from Ahmedabad when a mob of rioting students, as a protest against the increase in the tuition fees, damaged Railway property and disrupted communications.

(b) On 28-11-68 a mob of students of colleges and high schools and also some outsiders numbering about 4,000 detained goods trains No. 521 UP at the outer signal of Botad station, opened a wagon took out some gunny bags containing cement, caustic soda and lime stone powder, emptied them and set fire to the gunny bags. They also cut telephone and telegraph wires causing disruption to communication between Botad and Bhavnagar Stations.

The cost of damage to the Railways is reported to be at Rs. 4,000/-. Movement

of five trains including Somnath Mail was affected during that time.

श्री यशकन्त सिंह कुशाबाहू : क्या रेलवे मंत्री महोदय यह बतलाने की कृपा करेंगे कि रेलवे सम्पत्ति को हानि न पहुंचने फायदे इसके लिए सुरक्षा सम्बन्धी क्या कोई पूर्ण तैयारी की गई थी या नहीं ?

क्या मंत्रीजी यह भी बतलाने की कृपा करेंगे कि क्या कोई ऐसी चाल की व्यवस्था की गई है जिससे यह फटा लग सके कि इन उपद्रवकारियों की भीड़ के पीछे किन राष्ट्र विरोधी तत्वों का हाथ था और उपद्रव में रेलवे सम्पत्ति को कुल कितनी हानि हुई है ? और

क्या इस सम्बन्ध में कुछ गिरफ्तारियां भी की गई हैं ? क्या कुछ लोगों पर केस भी चलाये जाने का प्रबन्ध किया गया है और इन उपद्रवियों की ओर से रेलवे सम्पत्ति को जो हानि हुई है उसकी क्षति पूर्ति इन्हीं से करवाने के वास्ते भी कोई कदम उठाया जायगा ?

SHRI C. M. POONACHA : These stray incidents here and there take place for reasons for which the Railways are not generally responsible. For certain things for which the public might have a grouse, they demonstrate their opposition or whatever it is, by coming on the Railway premises and then demaging railway property and all that. These do not normally come to our knowledge.

And when such incidents happen, no doubt we take the necessary precautions and the State Governments also immediately take the necessary action. They are in some measure unpredictable. We do not know what will happen at what time, and the railway organisation being a vast organisation spread out all over the countryside, it is rather difficult to anticipate reasonably certain things happening. All the same, we have been tightening up measures to see that such damage to railway property is prevented and the State Governments