

LOK SABHA DEBATES

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LOK SABHA

Thursday, 28th August, 1958.

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Steel Requirements by Railways

*630. **Shri T. B. Vittal Rao:** Will the Minister of Railways be pleased to state:

(a) the quantity of steel received by the Railways for 1957-58 against their requirements of 10,00,000 tons;

(b) whether the short-fall has impeded the laying of any new Railway lines; and

(c) if so, which are those rail links?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The receipts during this year were 9,28,000 tons.

(b) Yes Khandwa-Hingoli section of the Central Railway and Rourkela-Manoharpur section of the South Eastern Railway were affected.

(c) At present only Khandwa-Hingoli is affected

Shri T. B. Vittal Rao: During the Second Plan period, we have to lay new railways to the extent of 842 miles but so far except for 30 or 40 miles we have not made any new railway track. In order to fulfil the target, what additional steps are being taken by the Railway Board;

Shri S. V. Ramaswamy: The question is about the receipt of steel; not about the laying of additional track.

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Shri T. B. Vittal Rao: In the question, I have asked whether the short-fall has impeded the laying of any new Railway line. So, it is there and my question exactly arises out of it.

Shri S. V. Ramaswamy: I submit this shortage is affecting only Khandwa-Hingoli line. Even with regard to that, out of a total requirement of 1,700 tons, 1,050 tons have been received and attempts are being made to get more so that girders may be fabricated and the line laid according to the schedule.

Shri T. B. Vittal Rao: May I know whether it is a fact that a well-known metallurgist has suggested to the Railway Board that instead of selling away this rail as scrap it could be converted into steel rails?

Shri S. V. Ramaswamy: The main question is about the import and the requirements of steel. With regard to the conversion of scraps into steel, I submit a separate question may be put.

Shri Tangamani: The point is whether there was any offer by the well-known metallurgist that this scrap iron which is available from the waste rails would be converted into steel? If there was such an offer, is that offer being considered by the Railway Board?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): It is now the common practice on the railways that under instructions of the Steel Controller we give out all our scrap steel to various foundries. It is the practice; the practice suggested by you is actually being carried out

Shri Jaipal Singh: Sir, here is a question. Because of the foreign exchange difficulties and the like, we

are unable to get what we require. Here is a new process offered by a metallurgist who was a member of the Railway Ministry once upon a time, a very famous and well-known metallurgist, and he says that by his latest process he can convert rail scrap into steel that is badly required by the railways.

Shri Shah Nawaz Khan: As I just replied, under the direction of the Steel Controller, we give all our surplus steel scrap to various foundries, whichever ask us. That process is being carried out.

Shri S. V. Ramaswamy: I submit that this question may be put separately instead of this indirect course being adopted.

Shri Jaipal Singh: Am I to understand that the process is already being worked out in the country? Is that the answer we have been given?

Shri Shah Nawaz Khan: We are utilising all our scrap within the country for the use of the railways.

Mr. Speaker: What is the difficulty? We understand the question: is that process being adopted? Yes or no, is the answer. That process suggested by the metallurgist, he may say he is not aware.

Shri Shah Nawaz Khan: I am not aware. . . . (*Interruptions.*)

Mr. Speaker: Why should there be an impression created that something is withheld by the hon. Minister here? I follow the question; the hon. Minister must be able to follow better.

Shri Dasappa: Sir, we are now giving the scrap under the direction of the Steel Controller so that it may be forged into steel. Is there any quota fixed to be returned in the shape of rails?

Shri Shah Nawaz Khan: No, Sir, not in the shape of rails but there are

other parts required by the railways. Recently, we have agreed to supply a large quantity of steel scrap to Bhilai steel plant. We are not wasting our steel scrap at all.

Gramdan Movement

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*632. { **Shri D. C. Sharma:**
Shri Bibhuti Mishra:

Will the Minister of Community Development be pleased to refer to the reply given to Starred Question No. 356 on the 20th February, 1958, and state:

(a) the efforts that have since been made regarding integration of *Gramdan* and Community Projects; and

(b) the result of those efforts?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). A further meeting held on 17th and 18th of March, 1958, between the representatives of Sarva Seva Sangh and the concerned Central Ministries and the Planning Commission decided to form two working groups to consider the subjects of Panchayats, Co-operatives and Village Development, and programme of training and collaboration between the two movements. Accordingly, the two working groups met from 6th to 8th May, 1958, and prepared a memorandum which was considered by the Annual Conference on Community Development at Abu. Copies of the memorandum and the recommendations of the Annual Conference are laid on the Table of the House. [*Placed in Library See No. LT-871/58.*]

Recommendations of the Annual Conference have been communicated to all State Governments. The subject has also been under examination by the Sarva Seva Sangh. In the meantime, coordinated action has been proceeding in the field in some limited areas.

Shri D. C. Sharma: May I know in what parts of the country co-ordinated action has been going on and