

Shri Tangamani: Sir, the question arises like this. From the Central Tractor Organisation these tractors...

Mr. Speaker: Many things may arise. This is only about shifting of Central tractors for the job of reclamation in Dandakaranya area. We are not going into the question of labour. Let the question of labour be reserved for some other time.

Shri Tangamani: If these tractors are taken over by the Dandakaranya people or others, these technical personnel will be engaged. What the Government says is

Mr. Speaker: I am not going to allow such questions. On everything hon. Members cannot ask what is to happen. The only point here is whether reclamation will be done by this organisation or not.

Shri T. B. Vittal Rao: May I know whether with the existing tractors for reclamation in the Dandakaranya area there are enough technical men?

Mr. Speaker: When the tractors are shifted there will also be technical men.

Dr. P. S. Deshmukh: This may be better addressed to the Rehabilitation Ministry.

Mr. Speaker: I understand the question to be whether there is a proposal to close the organisation or shift it. The hon. Minister has said that they are not considering the question of closing it, but because the number of tractors is dwindling they are considering as to what is to happen next.

Sal Sleepers

*884. **Shri Raghunath Singh:** Will the Minister of Railways be pleased to state

(a) whether it is a fact that on the 5th December, 1958 Railway Board placed a direct order with a Nepali firm to supply 50,000 cubic feet of sal special without resorting to the usual practice of calling for tenders and the rate sanctioned was 15 per

cent higher than the rates quoted by various firms in the tenders opened at Gorakhpur on the 3rd November, 1958; and

(b) whether it is also a fact that an advance of 90 per cent after inspection and delivery at the sleeper dump has been afforded to this firm?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) It is not a fact that Railway Board placed an order for 50,000 cubic feet of Sal Specials at rates 15 per cent higher than the rates quoted in the Open tender.

(b) No advance payment will be made to the firm; 90% will be paid only after the delivery of sleepers in the Railway Depot.

Shri Raghunath Singh: May I know the name of the firm, whether this firm is paying any income-tax or not, and whether the firm is in India or outside?

Mr. Speaker: Only one of the questions may be answered.

Shri S. V. Ramaswamy: The name of the firm is Nepal Commercial Corporation, Nepal, Ltd.

Shri Tyagi: What is the value of this contract? May I know whether tenders were called for or it was a direct deal—the hon. Minister has not been able to clarify that?

Mr. Speaker: That was not put.

Shri S. V. Ramaswamy: Open tenders were called for but we did not get sufficient quantities. Then there was an offer of this firm that they will supply 50,000 cft. But I may tell the hon. Member that it is only a trial order and the agreement has not yet been executed.

Shri Tyagi: I want to know whether it is a negotiated deal, if so, what is the total money involved?

The Minister of Railways (Shri Jagjivan Ram): I will explain the position. For this type of sleepers the prices have been fixed. In U.P., Bihar and Bengal there are fixed prices for

these. Tenders were invited by the North-Eastern Railway, and when the tenders were opened it was found that the requisite quantity was not tendered for. The quantity tendered for was very small and the prices quoted were higher than the fixed price. As the House is aware, we are short of sleepers. In the mean time, this party quoted, and said that it will be in a position to supply 50,000 cft at the price fixed. Therefore, it was thought that advantage may be taken of that offer.

Shri Tyagi: That is quite satisfactory. I also want to know how much money is involved in this contract. The total amount involved may be given.

Shri S. V. Ramaswamy: There are certain rates fixed. The present rates for sal sleepers

Mr. Speaker: He wants to know the total amount involved, approximately.

Shri S. V. Ramaswamy: 50,000 cft will be equal to 16,000 sleepers that can be multiplied by Rs 20 per sleeper.

की विभूति निश्चय क्या यह सही है कि नेपाल साल का प्रौर नौगो ने जो टेंडर दिया था, उसमें स्तिरिटर बवालिटो का है ?

Shri S. V. Ramaswamy: This sal is of a superior variety.

Loss to Railways due to Rail-Road Competition

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*886. { **Shri Harish Chandra Mathur**
Shri V P Nayar
Shri Raghunath Singh

Will the Minister of Railways be pleased to state

(a) whether Railways have suffered any loss due to rail-road competition during the year 1958-59,

(b) if so, to what extent,

(c) which of the sections have suffered in particular and what Government propose to do in the matter,

(d) whether on certain sections a large number of wagons have remained idle and unutilised; and

(e) whether Railway administration have done any re-allocation of wagons?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Although it is known that there has been loss in earnings due to road competition it is not possible to assess the exact quantum of loss.

(c) There has been loss of traffic on most of the trunk routes wherever roads run parallel to the railway and what steps should be taken is under active consideration of the Government.

(d) Yes, on some occasions.

(e) Yes, whenever required.

Shri Harish Chandra Mathur: May I know whether the hon. Minister has investigated the causes which are responsible for the losses and to what extent he thinks the railways themselves are responsible for the losses?

Mr. Speaker: He has said that it is because of competition—the rail-road competition—as there are places where the roads run parallel to the railways.

The Minister of Railways (Shri Jagjivan Ram): Most of the causes are known but as the whole question is under examination I would not like at this stage to give the causes in detail.

Shri Harish Chandra Mathur: Will the hon. Minister explain what he means when he says that he is not against road transport but that he does not want duplication? May I know what he means by that? Does he mean that if there is a railway line between Delhi and Jaipur there should be no road transport on that route?

Shri Jagjivan Ram: It is nothing so absolute as the hon. Member interprets.