

Wagons for Coal Transport

*402. **Shri Harish Chandra Mathur:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that additional 1500 wagons a day are needed to satisfy the transport needs of coal;

(b) how many more wagons are needed to meet all other present requirements of the country; and

(c) what programme has been drawn up to meet the requirement?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No.

(b) The loading of other general goods is at present generally current except via quota limited junctions, where the restriction is on account of limited movement capacity. The Railways are now loading on the average 18,000 wagons per day on the broad gauge and 10,000 wagons per day on the Metre gauge. It is estimated that if sufficient line capacity were available on the quota limited routes also, the transport demand may be for an additional loading of 500 wagons on BG and 325 wagons on MG, on the entire Indian Railway system.

(c) The capacity for rail movement is being developed as indicated in the "Third Five Year Plan" which outlines the targets to be achieved and the measures to be adopted.

Shri Harish Chandra Mathur: Do I take it that so far as the wagon position is concerned, it is quite satisfactory? Again, may I know whether the attention of the hon. Minister has been drawn to a news item in today's papers that even the late-running of trains between Ghaziabad and Delhi is due to the coal shortage there? May I know whether it is also because of the wagon shortage or due to certain other factors?

The Minister of Railways (Shri Jagjivan Ram): The wagon position is not quite comfortable. As I informed

the House on a previous occasion, our wagon manufacturing programme was affected to some extent due to shortage of certain categories of steel and also due to the failure of electricity in Calcutta and roundabout. The difficulty at Ghaziabad, as I explained two days earlier, was to some extent due to shortage of coal but mainly on account of the sub-standard quality of coal.

Shri Harish Chandra Mathur: Even in such important matters, the question is whether we cannot get over this difficulty. Why is it that sub-standard quality of coal is supplied, and may I also know whether, because of this trouble, the attention of the Ministry of Steel, Mines and Fuel has been invited to this problem?

Shri Jagjivan Ram: It has been invited. But, as the hon. Member is aware, we give first priority to our steel plants in respect of standard coal and we have to be satisfied with whatever is available in the country for the rest of the needs.

Shri Nath Pal: Mr. Speaker, is it true that there is a growing impression that during the past few months there has been an all-round deterioration in the performance of the railways as is evidenced by growing complaints of inefficiency and inadequacy of wagons, growing number of accidents, and unattended complaints regarding the delayed arrival of trains?

Mr. Speaker: We are not concerned here with such a general question. **Shri Hem Barua.**

Shri Hem Barua: May I know whether it is fact that during the Coal Conference in September in Delhi, the Railway Minister wanted the transport requirements of coal to be communicated to them three years ahead so that they might mobilise their resources and, if so, may I know what the specific reasons are, on account of which these exorbitant demands are made?

Shri Jagjivan Ram: The transport capacity has to be planned and naturally there has to be the closest co-ordination among the Planning Commission, the Ministry of Steel, Mines and Fuel and the Ministry of Railways, so that the transport capacity can be created.

Shri Goray: As this shortage of wagons and coal has a direct bearing on the fulfilment of the Plan, may I ask the Railway Minister whether there is any possibility in the near future of making up for the shortage?

Shri Jagjivan Ram: We have a Plan, and with the production in our steel factories coming upto the targets and the manufacturing programme of the private sector and also of the Railway workshops progressing, we hope that during the third Five Year Plan, we will have the full complement of our requirements of wagons.

Shri Hem Barua: I raised a specific question. I just wanted to know whether the Railway Ministry demanded this: that the transport requirements of coal have to be communicated to them three years ahead so that they might mobilise their resources. May I know why this period was fixed like that?

Shri Jagjivan Ram: I am not aware of that, but as I have said, whether it is one year ahead or two years ahead, this transport capacity required during the Plan, is determined with full co-ordination between the three agencies concerned.

Shri Indrajit Gupta: In view of the very serious shortfall in wagon production which took place in the second Plan, may I know what has been the output of wagons so far during 1961 from the railway's own workshops and how does it compare with the targets?

Shri S. V. Ramaswamy: I do not have the figures just at present. A separate question may be put.

Shri Harish Chandra Mathur: The hon. Minister just now stated that they are getting sub-standard coal in spite of their contacting the Ministry of Steel, Mines and Fuel, because all the better type of coal is going to steel projects and other places. Am I to take it that this sub-standard coal will continue to be supplied to the railways and that there is no hope of any improvement in the position? May I know what additional capacity is required because of the supply of sub-standard coal is supplied, a larger quantity of coal has to be carried? May I know what is the wastage of the wagons because of the supply of sub-standard coal and whether it is inherent in the circumstances? May I also know what is being done to improve the position?

Shri Jagjivan Ram: We are in constant consultation with the Ministry of Steel, Mines and Fuel, and as a result of that, certain steps have been proposed to be taken, and decisions have been taken, which are going to be implemented. I might indicate to the House that, firstly, the Railway Ministry will directly enter into contracts with the collieries for the supply of coal, and secondly, the railways will have its own inspectorate for inspecting the coal that is loaded at the colliery heads and certifying that the coal of the requisite quality is supplied.

Shri Harish Chandra Mathur: The second part of my question has not been answered.

Mr. Speaker: I have allowed many supplementaries on this.

Shri Harish Chandra Mathur: I am not asking another question. I only want to point out that the second part of my question was not answered.

Mr. Speaker: When the hon. Minister answer a question, he knows what the question is. That is all he can answer.

Shri Harish Chandra Mathur: Possibly he has forgotten that part of my question.

Mr. Speaker: I am not going to allow a discussion on it. Next question.

Central Tractor Organisation

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*403. { **Shri Barman:**
Shri Subodh Hansda:
Shri R. C. Majhi:
Shri S. C. Samanta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Tractor Organisation has been completely abolished;

(b) if so, whether all the machinery has been sold;

(c) if so, to whom it has been sold; and

(d) what is the total amount of the sale proceeds?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) to (d). A statement is laid on the Table of the Sabha.

STATEMENT

On the 7th October, 1959, the Cabinet decided that the C.T.O. should be wound up and its surplus stores disposed of by the D.G.S. & D. after meeting the pending demands of the Government Departments. In accordance with this decision, certain capital equipment and workshop machinery were sold to the Rajasthan Canal Project and other Government Departments. The remaining stores are being disposed of by the D.G.S. & D. This work has not yet been completed.

The Central Tractor Organisation is now virtually closed. Only a small skeleton staff is now left to look after the surplus stores awaiting disposal and to finalize the accounts.

Shri Barman: There was a very big repair shop at Delhi which was ancil-

lary to the CTO. Does the Government's connotation "surplus stores" include that shop also, or, has it been proposed to take it up separately, and utilised for other purposes?

Dr. P. S. Deshmukh: I am sorry I must ask for notice for this question, regarding the disposal of the repair shop and its present utilization.

Shri Barman: It is stated that the remaining stores are being disposed of by the DGS&D. May I know the book value of the stores that are yet to be disposed of and if that is added to the sale price that has already been realised, is there any monetary loss so far as this CTO is concerned and, if so, to what extent?

Dr. P. S. Deshmukh: I have not got the complete figures of revenue and expenditure of the C.T.O. from the beginning to the end. I can, however, say that the disposal of the equipments and spare parts has brought us quite a lot of profit as compared with the book value. It amounts to at least Rs. 1,41,00,000. The rest of the stores also will be, I have no doubt, disposed of at higher prices than our book values.

Shri Subodh Hansda: It has been stated that the decision was to dispose of the surplus stores after meeting the pending demands of the Government Departments. May I know whether the Government demands have been fully met?

Dr. P. S. Deshmukh: No, Sir. Whatever we had we have offered to them. It is impossible for us to know whether the demands of Government with the stores we gave them have been fully met or not.

Shri Ansar Harvani: The hon. Minister of Agriculture pointed out that he has made some profit on the disposal of these goods. I would like to know from him what was the foreign exchange investment on these goods?

Dr. P. S. Deshmukh: I would like to have notice.