

Central Ware-Houses

†

*781 { Pandit D. N. Tiwary:
Shrimati Tarkeshwari Sinha.

Will the Minister of Food and Agriculture be pleased to lay a statement showing

(a) the number of Central ware-houses opened in various States in 1956-57,

(b) the number of ware-houses built at Government cost and the number of ware-houses taken on rent,

(c) the places where they have been opened in Bihar,

(d) whether facilities for agriculturists exist in these ware-houses to stock their food-grains; and

(e) if so, the rate of interest charged on such stocks?

The Minister of Cooperation (Dr P. S. Deshmukh). (a) to (c) Nil.

(d) and (e) Do not arise

Pandit D. N. Tiwary: May I know whether the programme for the construction of ware houses has been given any priority and whether there is any proposal to stick to that priority?

Dr. P. S. Deshmukh. We have been doing it in consultation with the State Governments. We have given certain priorities and fixed certain phases but they are subject to review from time to time and if the State Government wishes to change it in any particular respect we approve of it. In a recent meeting of the Warehousing Corporation, we have suggested 22 places. So far as the Bihar Government is concerned, it has recently formed a State Warehousing Corporation and fixed certain places for construction.

Shrimati Tarkeshwari Sinha: How many ware-houses are in existence at present and how many of them have been taken by the Government on rent and what is the rent paid?

Dr. P. S. Deshmukh: The whole scheme under the law passed by Parliament has yet to be initiated; it will be done this year.

Dr. Ram Subhag Singh. It is about two years since that law was passed. May I know why that law has not been implemented carefully?

Dr. P. S. Deshmukh: There have been certain difficulties: finding finances and suitable officers; rate of interest and so on. I think during this year we will be able to implement the scheme.

Shri Tyagi: Has the Government taken care to see that the middle-men and the hoarders are not given any facilities in these ware-houses?

Dr. P. S. Deshmukh: For the time being, we propose to give preference only to co-operatives and farmers and so on. We will have to see how we proceed and how we can utilise the ware-houses. In any case, at the present time, we do not propose to let them out to the trade.

Shri Tyagi. Will hoarders be permitted? That is my question.

The Minister of Food and Agriculture (Shri A. P. Jain): May I add a word to the answer? It occurs to me that the hoarders should be welcome to keep their grains in the ware-houses because they will then be in our possession and we can readily lay our hands on them when the need arises.

Shri A. C. Guha. Is the hon. Minister aware of the remarks made in the Central Jute Committee's report that three fourths of the jute growers are compelled to sell their jute in their houses almost immediately after the harvest and there are no marketing and warehousing facilities for them?

Dr. P. S. Deshmukh. Yes, Sir. That is why we have framed this law and are proceeding with the construction. This is true not only of jute but also of other crops.

Shri Kasliwal: The hon. Minister has said that money would be advanced to co-operatives to build ware-houses. May I know in the last two years, how many State Governments have advanced how much money to these co-operatives?

Dr. P. S. Deshmukh: I would like to have notice. So far as godowns are concerned, a large number have been constructed and the State Governments have been advancing money to the Cooperative Societies.

Shri Damani: What is the loss percentage of stocks held in the warehouses?

Dr. P. S. Deshmukh: We have yet to construct ware-houses.

Shri Radhahal Vyas: I request that the list of places where the warehouses will be constructed may be placed on the Table.

Shri A. F. Jain: We will supply that list

Diesel Cars

↑
 *788. { **Shri Bahadur Singh:**
 Shri T. B. Vittal Rao:
 Shri Doraiswami Gounder:

Will the Minister of Railways be pleased to refer to the reply given to Short Notice Question No 5 on the 23rd May, 1957 and state:

(a) whether Government have decided and if so, what are the Zones or lines considered suitable for introducing diesel locomotives;

(b) the number of diesel cars purchased during 1955 and 1956, and

(c) their allotments zone-wise?

The Deputy Minister of Railways (Shri Shah nawas Khan): (a) Yes The Sections considered suitable for introducing the diesel electric locomotives are:—

- (i) Gomoh-Gaya and Gaya-Dhanbad Sections of Eastern Railway
- (ii) Asansol-Anara-Rourkela and Raj Kharsawan-Bara Jamda Sections of South-Eastern Railway.
- (b) 24 Broad Gauge Diesel Rail Cars.
- (c) Northern Railway—12
Southern Railway—12

Shri Bahadur Singh: May I know the total mileage proposed to be covered by this dieselisation?

Shri Shah nawas Khan: I do not have the exact figures.

Shri Bahadur Singh: May I know the total amount spent on the purchase of the diesel cars and the countries from which these were purchased?

Shri Shah nawas Khan: Recently we have purchased 20 diesel hydraulic shunting locos, 400 H.P. at ₹ 19,500 each supplied by Messrs. Kraussmafel of West Germany and they are in use in Bombay area and another 10 of the same specification and supplied by the same firm are in use in Delhi. There are some more at other places in the metre-gauge and narrow-gauge.

Shri T. B. Vittal Rao: May I know when dieselisation of the track between Howrah and Nagpur will be done?

Shri Shah nawas Khan: I could not give him any date off hand

Shri B. S. Murthy: Where will these 12 diesel cars be used in the Southern Railway?

Shri Shah nawas Khan: It is up to the Southern Railway to decide it

Shri Sinhasan Singh: May I know if the diesel engines are costlier than the coal engines and if so, what considerations led the Government to go in for dieselisation? Was any expert committee appointed by the Government which recommended that we can go in for dieselisation especially when the country is producing enough coal and coal engines which run cheaper?

Shri Shah nawas Khan: It is true that the diesel locomotives are more expensive than steam locomotives. But a saturation point has been reached by steam tractions in certain areas and we have to use either diesel locomotives or electric locomotives there. Besides, there is water difficulty in certain sections and the water that is available in some places is a hard type of water which spoils the boilers. So, we have to use diesel locomotives in such places.