

Shri Hem Barua: May I know whether the Central Government has got any information about this discussion?

Mr. Speaker: I am not going to allow this question to be answered. I have already allowed him to ask three questions. I have called Shrimati Renu Chakravarty. If necessary, I will call him again.

Shrimati Renu Chakravarty: The Government of India is a participant in the I.C.A.O. In view of that, when any Field Mission comes and discusses with any one unit of the Civil Aviation Department, whether in Dum Dum or elsewhere, should not a report of this discussion be formally sent to the Central Government and to the Ministry which is concerned with it?

Shri Mohiuddin: Yes, Sir I agree that it is expected that if it was a formal visit, the discussions that had been held should be reported. But I have already stated that they were passing through the place—I think they arrived on the 27th and left on the 28th—and they held an informal discussion.

Shri Hem Barua: The hon Deputy Minister has admitted that this Mission came. This is an International Mission. Whether it was a formal visit or an informal visit or whether the discussion was formal or informal, discussion was there with Government personnel. It might be in Calcutta City or at Dum Dum airport. May I know as to why the hon Minister pleads entire ignorance about the nature of these discussions?

Shri Mohiuddin: I am not pleading entire ignorance, but the information that I have communicated here was received from our Controller of Aerodromes. We have also written to the West Bengal Government and to the Ministry of Health as also to the customs authorities to give us further information as to whether any conclusions were arrived at. Of course, on

receipt of that information, if necessary, we will give further information about it.

Wagons from Australia

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*895. { **Shri P. G. Sen:**
Shri S. C. Samanta:
Shri Jhulan Sinha:
Shri Bibhuti Mishra:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 654 on the 6th August, 1957 and state:

(a) whether the 2000 metre gauge wagons from Australia, that were due to be delivered by December, 1958, have been received in full;

(b) if so, the number of wagons supplied to the North East and North Eastern Frontier Railways by now towards rehabilitation; and

(c) what is their present requirement?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes

(b) None from this lot. But the undivided North Eastern Railway is being given 1126 wagons on rehabilitation account from other orders. This makes 29 per cent of the total rehabilitation orders placed against Rolling Stock Programmes commencing from April, 1956.

(c) The outstanding rehabilitation requirement of the undivided North Eastern Railway upto 1959-60 are 845 units.

Shri P. G. Sen: May I know if any further order has been placed with this company?

Shri Shahnawaz Khan: These particular 2,000 wagons were given as a result of the aid from the Colombo Plan. These wagons came from Australia. We are not placing any fresh orders for wagons outside. In fact, as the hon. Minister told the House the other day, we are becoming

surplus in wagons and we are trying to export wagons

Shri S. C. Samanta: May I know whether any calculation has been made as to how many overaged wagons on the metre gauge we are using and whether these 2,000 metre gauge wagons will be sufficient?

Shri Shahnawaz Khan: These 2,000 wagons, as I said, were given to us as aid under the Colombo Plan. The hon. Member knows very well that at present we are producing something like 20,000 wagons a year in the country. The position is very comfortable.

Shri P. G. Sen: What is the reason that the NEF and the NE Railways could not be provided wagons out of these Australian wagons?

Shri Shahnawaz Khan: There is nothing particular about these wagons. The wagons produced in the country are equally good. Since those wagons were imported in Madras, they were in a knocked-down condition, they were assembled by Messrs Binny's Engineering Works and as there is no direct link between Madras and the North Eastern Railway, they were given to the Southern and Central Railways. There is nothing wrong in that.

Shri Braj Raj Singh: In view of the statement of the hon. Railway Minister to the effect that we are becoming surplus with regard to the indigenous production of metre gauge wagons in the country, did the Railway Ministry not know beforehand that these wagons, which were imported from Australia under the Colombo Plan, were not required in the country? Why did they not think of importing something else for the Railways, other than wagons?

Shri Shahnawaz Khan: At that particular time we required these wagons. Also, it is a matter of aid. If Australia could spare and give us wagons and diesel rail cars we took

them. This is an arrangement between the Ministry of Finance.

Shri Braj Raj Singh: Did they not know then?

Mr. Speaker: All that the hon. Member wants is that if we are already near surplus in regard to wagons, could we not have negotiated for something else which we want. The hon. Minister is expected naturally to say that we tried, but this is all that they could spare, otherwise we would have lost even this. What every ordinary man expects is that kind of answer or some answer.

The Minister of Railways (Shri Jagjivan Ram): These offers were made some time in 1956. At that time we felt that we will require the wagons. Therefore the offer was accepted.

Shri Tangamani: The contract was entered into in 1956 but these 2,000 wagons had to be despatched from January, 1957 till December, 1958. May I know when all these 2,000 wagons were received in the country?

Shri Shahnawaz Khan: The last consignment was received in August, 1958, that is, before time.

सेठ गोविन्द दास क्या हम लोग अब इस बात को मान सकते हैं कि कोनम्बो प्लान से हम लोगों को जो सहायता प्राप्त होती है उस के सम्बन्ध में सिर्फ ऐसी ही चीजें मगाई जायेगी, जिन की हम को इस देश में जरूरत है ?

श्री जगजीवन राम अधिकांश तो ऐसा ही होता है कि जिन चीजों की हमें आवश्यकता होती है वही हम लेते हैं लेकिन कभी-कभी दादा के ऊपर भी यह रहता है कि अगर हम ऐसी चीजें लें जो कि हमारी आवश्यकता की हैं तो उस के साथ थोड़ी सी कुछ ऐसी भी चीजें लेनी पड़ती हैं जिन की हम को नितात आवश्यकता नहीं है लेकिन जिन का उपयोग हो सकता है ।

Shri S. C. Samanta: Over and above our self-sufficiency in metre gauge

wagons we have received, as the hon Minister said, 2,000 metre gauge wagons. Then why are over-aged wagons being used in different parts of the country?

Shri Shah nawas Khan: I could not give him a very definite reply as to how many over-aged wagons are being used. But, as I said, the position is very easy. If any over-aged wagon is in a fit condition to run properly, it may be used. There may be a few. There is no difficulty regarding the wagon position.

Shri Narasimhan: Did they not have sufficient idea of the internal capacity for production of metre gauge wagons when this order was placed?

Mr. Speaker: In 1956?

Shri Narasimhan: Were Government caught unawares?

Mr. Speaker: Should not hon Members also give credit to the Government, whoever is in charge? After all, till yesterday, they were Members along with other Members. They did not anticipate these things also normally.

Shri Jagjivan Ram: I will also correct myself. I said that these orders were placed in 1956. As a matter of fact, they were placed in 1955. At that time, the Railway Equipment Committee was going into that question. They made the recommendation later on that the capacity in the country for the manufacture of wagons should be increased. As a matter of fact, only last year, we placed certain educational orders on a number of firms for increasing their capacity. Though we have produced, and at present we are surplus so far as metre gauge wagons are concerned, we have still to create sufficient capacity for our requirements so far as broad gauge wagons are concerned.

Mr. Speaker: Shri Sadhan Gupta absent, Shri P K Deo, Shri B C Prodhan both absent, Shri V P Nayar absent, Shrimati Ila Palchoudhuri absent. Let us finish the

questions today. Shri Mohan Swarup absent.

Silting of Gobind Sagar Dam

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*901.	{	Shri M K Kumaran:
		Shri M. C Jain:
		Shri Raghunath Singh:
		Shri Mohammed Imam:

Shri Jadhav:

Will the Minister of Irrigation and Power be pleased to state

(a) whether as a result of soil erosion by river Sutlej silt is accumulating in a large number of villages to be submerged in Gobind Sagar,

(b) whether there is any danger of the Gobind Sagar being silted up completely in 40—50 years if left unchecked, and

(c) if so, the steps taken to avoid this alarming situation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c) A statement giving the information is placed on the Table of the House

STATEMENT

(a) Silt has accumulated in villages already submerged in the Bhakra reservoir. The question of silt accumulating in villages yet to be submerged does not arise at present.

(b) There is no such danger. Assuming that the present inflow of detritus continues, the total loss of live storage capacity of the Bhakra reservoir on account of silting is estimated to occur in a period of 600 years.

(c) It is proposed to adopt soil conservation measures like (1) Levelling terracing, walling, watt-bunding etc. in the cultivated areas, (2) Afforestation, (3) Checkdamming and gully plugging in the grasslands, and (4) Soil conservation measures in the spilt area.