

the month. The proposals drawn up by the Coal Commissioner are forwarded to the Ministry and after examination in the light of demands received from other Ministries etc., are returned to the Coal Commissioner with final figures of allocation. The Coal Commissioner communicates the breakdown of the final quotas to the sponsoring authorities and the States, who then proceed to distribute, under advice to the Coal Commissioner, the coal to the individual units of the industry, controlled by them, and issue permits. The permit holders then make contracts with the collieries from whom they wish to purchase the coal. These contracts are subject to such general instructions as may be issued by the Coal Commissioner from time to time to prevent uneconomical use of transport, or as regards the grade of coal allowed to any particular class of consumer. On receipt of these contract letters the Coal Commissioner gets out Priority Sanctions, which are orders on the Railway authorities concerned to accept indent<sup>s</sup> for railway wagons against those sanctions. These sanctions are summarised by the Railways in registers which are maintained progressively.

Each colliery that has orders placed on it for the despatch of coal places an indent on the Railway authorities concerned on a prescribed form 72 hours in advance of actual time of loading. These indents are carefully checked against the progressive registers maintained by the Railways, and the indent is in order, it is accepted. Accepted indents are then summarised by the Railway Authorities in terms of industries and routes, and passed on to the Coal Commissioner. On receipt of these summaries the Coal Commissioner contacts the Headquarters of the Railways concerned, to ascertain the number of wagons that are to be made available for coal loading on that day. As the indents usually always exceed the number of wagons made available, the Coal Commissioner's Office has to study the summary of indents received from the Railways and decide the allotment to be made for the day, taking into account the priority of industries, the tonnage allocated for the month to each industry, the stock position of the individual units, the junction limitations and any other special features, such as restrictions on bookings in particular direction due to transport difficulties, and so on. The final allotment figures are then telephoned to the Railway Allotment offices in the coalfields, who allow movements accordingly.

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(c) Priorities are given with reference to the importance of the consumer and not with reference to the grade of coal to be transported. As, however, high priority consumers usually take higher grades of coal, these coals get preference in movement over lower grades.

#### SEPARATION OF FINANCIAL & ACCOUNTS FUNCTIONS

**131. Shri M. L. Dwivedi:** Will the Minister of Railways be pleased to state:

(a) the progress made in the separation of Financial and Accounts functions on the Railways; and

(b) whether a report on the subject has been submitted to the Public Accounts Committee?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) The necessity for having a separate Finance wing, as distinct from the Accounts wing, under the Financial Adviser and Chief Accounts Officer, so that a closer and more specialised attention to financial matters might be possible, was recognised as early as 1948. The separate Finance wing was introduced on two Railways, viz., the ex-B.B. & C.I. and ex-G.I.P. Railways, in the first instance, and after it had worked satisfactorily on these two Railways, it was extended to the ex-E.I. Railway. With the completion of integration of all Indian Railways into six zones, a separate and distinct Finance wing has been set up in each of the Zonal Railways under the administrative charge of a Deputy Financial Adviser working under the Financial Adviser and Chief Accounts Officer.

The question whether this separation should be extended right upto the level of the head of the department, thus constituting two separate departments independent of each other, has also been considered and it is felt that a complete separation of the Finance and Accounts functions under two independent heads of departments will not be to the best advantage of either the Finance organisation or the administration of the Railways.

(b) No. The report will be submitted to the Public Accounts Committee in their next meeting.

#### TELEPRINTER

**132. Shri N. B. Chowdhury:** (a) Will the Minister of Communications be pleased to state whether the Government of India have allowed an

American News Agency to set up Teleprinter in India?

(b) If so, has the Agency started work?

**The Deputy Minister of Communications (Shri Raj Bahadur):** (a) Government have simply leased some teleprinter channels to United Press Associations, an American News Agency. It is incorrect to say that the Agency has been allowed to set up teleprinters in India.

(b) Does not arise. The News Agency has been functioning in India since the war and therefore long before the channels were leased.

#### IMPORT OF FOODGRAINS (REFUSAL)

**133. Shri Badshah Gupta:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any offers for the supply of foodgrains by any country to India were refused by the Union Government during the period between 1st January, 1951 and 21st May, 1952; and

(b) if so, what were the reasons of the refusal to take delivery thereof?

**The Deputy Minister of Commerce and Industry (Shri Karmarkar):** (a) and (b). The Government of Viet Nam had in May last offered a quota of 5000 tons of rice per month for May, June and July, 1952 for purchase through Commercial Channels. As the price of rice prevailing in Viet Nam was very high, the offer was not accepted.

#### FIVE YEAR PLAN FOR THE ANDAMANS

**134. Shri B. R. Bhagat:** Will the Minister of Home Affairs be pleased to state:

(a) whether Government have approved of a Five Year Plan for the Andaman and Nicobar Islands;

(b) if so, what are the main items of the Plan; and

(c) the capital cost proposed to be incurred on the Plan?

**The Minister of Home Affairs and States (Dr. Katju):** (a) to (c). Government have been considering a scheme for clearing during a period of 5 years, some 20,000 acres of forest land in the Andamans and the settlement thereon of agriculturist families.

The financial implications of the scheme, which includes also the building of roads, schools, dispensaries etc., are being examined.

#### TICKETLESS TRAVELLING

**135. Pandit M. B. Bhargava:** Will the Minister of Railways be pleased to state:

(a) the number of ticketless passengers detected on the different railway lines during the year 1951-52;

(b) the amount of the fare and penalty recovered on this account by the railway administration during the year 1951-52;

(c) the number of passengers convicted for ticketless travel during 1951-52 and the amount of fine realised; and

(d) what was the total expense incurred by the railway administration during the year 1951-52 on account of the extra staff employed by the railway administration for the purpose?

**The Minister of Railways and Transport (Shri L. B. Shastri):** (a) 79,00,918.

(b) Rs. 1,65,58,180.

(c) Number of passengers convicted 1,59,486. Fines realised Rs. 4,57,064.

(d) Rs. 9,16,240.

#### IMPORT OF MILO

**136. Shri Raghavaiah:** (a) Will the Minister of Food and Agriculture be pleased to state what is the quantity of milo imported from America during the years 1948-1951?

(b) How much is being spent on the purchase of the milo?

**The Deputy Minister of Commerce and Industry (Shri Karmarkar):** (a) The quantity of milo imported from America during the calendar years 1948 to 1951 is as follows:—

1948	...	2.02	lakh tons.
1949	...	3.57	" "
1950	...	3.44	" "
1951	...	5.89	" "

(b) It is estimated that 6.62 lakh tons of milo which is proposed to be imported this year will cost approximately Rs. 29 crores.

#### RE-MODELLING OF STATIONS ON WESTERN RAILWAY

**137. Shri M. M. Gandhi:** Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the station of Godhra, Panchmahals Dis-