

(a) whether Government are aware that a huge accumulation of coal at colliery pit heads in Asansol and Jharia took place in between December, 1970 and March 1971 because of acute shortage of wagons, and

(b) the specific steps taken to ensure adequate supply of wagons to coal mines in the two belts and the results thereof.

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) :

(a) Yes Sir. Due to poor coal loading from West Bengal and Bihar fields in 1970-71, pithead stocks at the collieries have increased. In respect of coking coal the demands of Steel Plants have lagged behind its production and this has also contributed to the increase in pithead stocks.

(b) Drop in coal loading from West Bengal and Bihar fields during 1970-71 was partly because of a drop in demands as compared to the previous year upto August 1970, and thereafter due to the serious difficulties faced by the railways in the Eastern Sector for reasons beyond their control e.g. large scale thefts of wagon fittings, overhead traction wires, telecommunication cables, track materials etc. victimisation of passenger and goods trains, assaults and murders of Railway staff, lighting and prolonged strikes by Railway staff, looting and arson of railway property at stations and offices, bomb attacks at stations, yards and colonies, bundhs, hartals and other stoppages of work, paralysing railway operation, and many other such anti-social activities.

The single largest factor affecting the smooth train running and supply of wagons to collieries in West Bengal and Bihar fields has, therefore, been the adverse law and order conditions in West Bengal. This is beyond the railways purview and control as the maintenance of law and order is primarily the function of the State Governments. On their part, however, the railways have strengthened their own Protection Force in the area, to the maximum extent possible. Closest possible coordination is being maintained by the Railway authorities at all levels with the State Government of West Bengal to enable them

to deal with such activities effectively. They have been requested at the highest level to take firm and effective steps to restore normalcy in railway working in the area. There has, however, been no improvement in the situation so far.

**Confirmation of Staff of Loco Inspection Organisation Under Chief Mining Adviser, Railway Board.**

157. SHRI ROBIN SEN : Will the MINISTER OF RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether the Loco Inspection Organisation staff working under the Chief Mining Adviser, Railway Board, Dhanbad, who have put in sufficiently long service, have not been confirmed so far ;

(b) if so, the details thereof and the reasons for the non-confirmation ;

(c) whether Government are taking urgent steps to confirm the staff ; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (RAIL MANTRI) (SHRI HANUMANTHAIYA) :

(a) Yes.

(b) to (d) : The Loco Coal Inspection Organisation under the Chief Mining Adviser, Dhanbad, has been set up on temporary basis and the question of its permanent retention is under consideration. Confirmation of staff will be possible only after a decision is taken to retain the Organisation permanently and a permanent cadre is sanctioned.

भारत में निर्मित कारों के ऊँचे मूल्य

158. श्री अटल बिहारी वाजपेयी :

श्री सोनेन्द्र भा :

श्री टी० एस० लक्ष्मणन :