

श्री मुहम्मद शफी कुरेशी : रेलवे के पास कोई फुल-फ़नेज्ड विजिलेंस तो नहीं है, लेकिन जहाँ से करप्शन की शिकायतें आती हैं, जो सैसिटिव एरियाज़ हैं जहाँ चोरी होने का ज्यादा इमकान है वहाँ काफी तादाद में विजिलेंस के लोग रहते हैं जिससे वहाँ की देख भाल हो सके।

श्री अटल बिहारी वाजपेयी : मंत्री महोदय ने कहा कि वह रिकग्नाइज्ड यूनियन्स से सहयोग लेने के लिये तैयार हैं।

श्री भोगेन्द्र झा : उन्होंने रिकग्नाइज्ड नहीं आर्गनाइज्ड कहा है।

श्री अटल बिहारी वाजपेयी : क्या इसका यह अर्थ नहीं है कि जो रिकग्नाइज्ड यूनियन्स नहीं हैं लेकिन आर्गनाइज्ड हैं केवल उनका ही सहयोग लिया जायेगा ?

श्री मुहम्मद शफी कुरेशी : अगर करप्शन और चोरी रोकने के मामले में कोई हमारी मदद करेगा तो उसको लेने से हमें कोई इन्कार नहीं है।

Proposal for running a Fast Diesel Train between Delhi and Mysore

*1048. SHRI C JANARDHANAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal under consideration to run a fast diesel train on the metre-gauge between Delhi and Mysore if necessary by strengthening the track; and

(b) if so, when it will be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) Does not arise.

SHRI C. JANARDHANAN : Since the metre gauge line is about 100 kilometres shorter than the present B. O. route, and since it is better to divert the number of

passengers from the B. G. route, will the Government reconsider their present stand ?

SHRI MOHD. SHAFI QURESHI : The hon. Member has asked the question of speeding up trains on the metre gauge. It would not be possible to speed up trains on the metre gauge as it involves loss of time to the extent of 30 to 40 per cent. There is no question of speeding up trains at this stage.

SHRI C. JANARDHANAN : If you are going to put up a diesel engine, how is it we are going to lose time ?

MR. SPEAKER : Do not go into arguments.

SHRI C. JANARDHANAN : I want the explanation from the Minister.

SHRI MOHD SHAFI QURESHI : It is not a question of putting up a diesel engine. It is a question of availability of track. Normally it is a single line and there are lots of crossings. That is where the time is lost. It is not a question of putting up a diesel engine because we cannot speed up these trains.

Industries Facing Crisis in West Bengal due to Wagon Shortage

+

*1049. SHRI SAMAR GUHA :
SHRI M S SIVASAMY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been wagon shortage in West Bengal due to which industrial production in the State is threatened with serious disruption; and

(b) if so, the extent, nature and causes of wagon shortage and the steps taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Though the number of wagons loaded for destinations in West Bengal during the last few months had been

more than those in 1969, requests were received from some industries for more wagons. There was, however, no report, from any industry about serious disruption in their production.

(b) loading for destinations in West Bengal could not be stepped up further due to temporary short availability of wagons on account of heavy immobilisation in the Eastern Sector due to various anti-social activities in the early part of 1971 and heavy Special moves towards the later part of 1971. Loading had also to be regulated due to drop in the release of loaded wagons placed from about 77% in the past to only about 60%. Railways are following up the slow release with the trade and different Chambers of Commerce and are also planning to open additional terminals in Calcutta area.

SHRI SAMAR GUHA : I am surprised to know that there is no serious crisis in the industrial production, as stated by the hon. Minister himself. I do not know whether the newspapers in Calcutta cook up news. A series of reports have appeared that there is a crisis in industrial production due to shortage of wagons. I want to know whether it is a fact that the Minister of Industry of West Bengal had a special meeting with the railway officials there and also with the important leaders of trade and commerce to seek their advice on how to get release of wagons. I would also like to know the number of railway wagons that was required for West Bengal and the number of wagons supplied to them I also want to know whether it is a fact that, for supply of coal, there is a shortfall of 650 wagons as compared to the requirement whereas for the other States the number was more.

SHRI MOHD. SHAFI QURESHI : If you compare the position, in 1969 the daily average loading in Bengal area was 2,722 wagons a day. Today I am giving the figure upto 25th May. The figure is 2823. There has been no decrease; in fact we maintain the tempo of these wagon supplies to West Bengal. The requirement then was 2,722 wagons, in 1969. The requirement of the industry was met.

SHRI SAMAR GUHA : I want the figure for 1972. What are the requirements of West

Bengal ? To what extent they have been fulfilled ?

SHRI MOHD. SHAFI QURESHI : I gave this figure of 1969 for the sake of comparison. That was a time when the full demand was met. The figure of 1972 has shown slight increase. In February we have supplied 2989 wagons. In March we have supplied 2980 wagons. In April we have supplied 2827 wagons.

SHRI SAMAR GUHA : Due to collusion of corrupt traders and businessmen and also with railway officials, a number of wagons are being kept detained in Shalimar Yard with a view to increase the price artificially. Is it a fact ? If so, have Government taken any action for speedy clearance of wagons from Shalimar Yard ?

SHRI MOHD SHAFI QURESHI : It is true that some unscrupulous traders are detaining our wagons.

SHRI INDRAJIT GUPTA .And railway officials...

SHRI MOHD. SHAFI QURESHI : The releases in Calcutta area were about 77.2 per cent. Now the release have come to 60.5 per cent. These traders in order to see the market trend do not unload the wagons. The steps taken by the Railways are the following. We have imposed 100 per cent demurrage and wharfage; in case they do not lift the goods within a specified period, the Railways will auction those goods.

SHRI INDRAJIT GUPTA : In a statement which is laid today in reply to a question coming later, (In reply to my Q. N.1057), it is stated that the average daily supply of wagons to West Bengal in 1971-72 has been only 352 wagons less per day than in 1969-70. You put the word 'only' as compared to the year 1969-70. This is from the statement itself. Only 352 wagons less are being loaded in West Bengal coalfields, and they consider that to be quite a small affair ! I want to know whether it is a fact or not that the reason why various industries are closing down in West Bengal has been due to the fact that they have not been able to get power to run their units. The power generating units say, they are not getting the

coal. It is all inter-connected. Is it not your business to see that no industries suffer due to shortage of wagons ?

SHRI MOHD. SHAFI QURESHI : The question by Mr. Guha refers to industries in West Bengal. The hon. Member refers to coal in West Bengal.

SHRI INDRAJIT GUPTA : Power stations do not get coal. They cannot generate electricity because of shortage of coal.

SHRI MOHD. SHAFI QURESHI : Pathratu and Durgapur power plants were getting their load not through Railways but by road. It is not the Railway that have to be blamed. It is unfortunate there was failure of supply. But the Railways have nothing to do because the coal supplies were coming by road.

SHRI INDRAJIT GUPTA : We don't get power from Pathratu also.

SHRI S. M. BANERJEE : Shri Indrajit Gupta's question also should be answered along with this, because he has quoted from the statement in reply to the other question.

MR. SPEAKER : Let the hon. Member try to mend his ways. Let him not interrupt like this. Shri Subodh Hansda.

SHRI SUBODH HANSDA : May I know whether the hon. Minister had received any request from the Government of West Bengal, particularly from the Ministry of Transport, for wagons for carrying steel and cement because of the shortage of which the construction work on the second Howrah bridge is going to be delayed, and if so, the reaction of Government ?

SHRI MOHD. SHAFI QURESHI : I had a meeting with the Minister of supplies who had come to Delhi. He in fact mentioned that he required more cement for the construction purpose and he has been promised that the full requirements of cement would be met by giving the required number of wagons.

SHRI DINEN BHATTACHARYYA : In reply to Shri Indrajit Gupta's supplementary question, the hon. Minister avoided an answer and said that the power-generating

plants in West Bengal particularly had not placed their demands. May I know whether the Bandel thermal plant had repeatedly made representations to the Eastern Railway authorities for supply of adequate number of wagons for carrying coal for the thermal plant but that has not been heeded to, and this in spite of the fact that at a particular meeting, the Eastern Railway manager himself admitted that there was shortage of wagon supply ?

SHRI MOHD. SHAFI QURESHI : The hon. Member has not understood my answer. What I had said was that Chandrapura and Durgapur power stations were supplying power to West Bengal...

SHRI DINEN BHATTACHARYYA : I am asking about the Bandel thermal plant.

SHRI MOHD. SHAFI QURESHI : These power stations get their coal by road transport and not by rail. So, the railways should not be blamed. The fact is that certain distress calls were received from certain thermal plants to send coal by train, and we have supplied wagons to them to meet their distress calls.

SHRI DINESH BHATTACHARYYA : I am asking about the Bandel thermal plant.

SHRI MOHD. SHAFI QURESHI : There was a distress call from them, and we have fully met their requirements.

SHRI INDRAJIT GUPTA : What about Calcutta Electric Supply Corporation ?

Educational Institutions run by Railways

*1050. **SHRI S. N. MISRA :** Will the Minister of RAILWAYS be pleased to state:

(a) the places where educational facilities have been provided at the cost of Railways to the children of Railway Employees;

(b) whether any improvement have been made in respect of such Institutions in the course of the last three years; and

(c) if so, the nature of improvements