

## SMUGGLING OF WAGONS INTO PAKISTAN

### SHORT NOTICE QUESTIONS

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S.N.Q. 7. SHRI M. L. SONDHI:

SHRI KANWAR LAL GUPTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that about 7000 wagons of Indian Railways have been smuggled into Pakistan;

(b) if so, the total estimated cost of these wagons; and

(c) whether any inquiry has been ordered, and if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) No, Sir.

(b) Does not arise.

(c) On receipt of information from the Central Bureau of Investigation that 5000 wagons, 2000 brake vans and some passenger coaches of Indian Railways were missing and had been sent to Pakistan surreptitiously, investigations were conducted which revealed that the allegation was not substantiated.

SHRI M.L. SONDHI : Sir, these reports appeared and they were not contradicted. Does this not reflect the smugness of the Government? May I know whether in view of widespread public misgivings on the subject and the habit of the Government of only sending protest notes and dealing with Pakistan in a manner which does not protect our national interest, he would agree to a parliamentary inquiry since this matter relates to our wagon capacity which has an important bearing on our industrial prospects?

SHRI PARIMAL GHOSH : Sir, in December, 1965 the Central Bureau of Investigation forwarded certain allegations received by the Ministry of Home Affairs of certain corruptions in regard to a number of wagons and passenger coaches that were missing and stating that probably they were passed on to Pakistan. Further allegations were made that some of the repairs to wagons belonging to Pakistan were carried on in Indian workshops as if they were carrying out repairs to Indian

wagons only. The Central Vigilance Commission instructed the Railway Board to constitute a secret inquiry into this matter, conduct an inquiry and report the matter to them also. In connection with this a special cell was created in the Ministry of Railways for a period of six months and investigations were carried out under the direct charge of the Director General of Vigilance assisted by a Joint Director, Vigilance. They have gone into the matter. They have specifically conducted inquiry for about six months and have come out with the conclusion that there has been no corruption in this matter, not a single wagon or passenger coach has gone to Pakistan and the report that some of the wagons were repaired in the Indian workshops for Pakistan has also not been substantiated.

Now the question arises, then what happened to those wagons which were reported missing—about 7,000 wagons were reported missing. After constant survey and chasing it has been found that a number of wagons missed enumeration in two or more successive census, a number of them were found to have been defective and condemned, some were cases of re-allotment of fresh number which were re-allotted to the different zones and the balance were all appearing when a fresh census was conducted. As a result of that it has been found out that these corruption charges have not at all been substantiated.

SHRI M. L. SONDHI : It is not always simple or fair to the country to dismiss it by saying that this is not a matter of corruption. There are also other types of malpractices, irregularities and inefficiency. When the Railway Budget was being discussed the hon. Minister had given the assurance that details, where they are available, of such malpractices will be thoroughly investigated, that these irregularities will be reported upon and the information will be provided to the House. Even at this stage may I request the Hon. Minister to take the House into confidence and present a full picture of the irregularities and the inefficiency. Even if there is no corruption these other charges must be gone into.

SHRI PARIMAL GHOSH : Whenever any case of irregularity or inefficiency is specifically brought forward, the matter will

be definitely locked into. If the hon. Member wants, whatever have been the findings will be passed on to him.

**श्री कंबर लाल गुप्त :** अभी मंत्री महोदय ने बतलाया कि वह पाकिस्तान नहीं गई थी स्मगल हो कर के बल्कि मिसिंग थी। मैं पूछना चाहता हूँ कि कितने वैगन सारे आप के पास हैं। पैसेजर्स के लिये कितने हैं और लोडिंग के लिये कितने हैं। आप उस की तफसील दीजिये कि जिस साल की यह शिकायत है उस साल कितनी मिसिंग थी। जो मिसिंग थी उस का जवाब आप ने यह दिया कि शायद वह यूज में नहीं आ रही थी। लेकिन अगर यूज में नहीं आ रही थी तो फिजिकली तो वहाँ होना चाहिये। आप बतलाइये कि वह फिजिकली वहाँ थी या नहीं। आप हर साल फिजिकल स्टॉक टेकिंग करते हैं या नहीं? अगर नहीं करते तो क्यों नहीं करते? दूसरा सवाल मेरा यह है कि आप ने जो सेल बनाया है उस ने जो रिपोर्ट दी है क्या आप ने उस को सी० बी० आई० को भेज दिया है। अगर भेज दिया है तो सी० बी० आई० ने उस पर क्या कार्रवाई की और आप को उस ने क्या जवाब दिया है?

**SHRI PARIMAL GHOSH :** I have already stated that there has been an allegation of about 7,000 wagons missing. Out of that 5,000 were wagons and about 2,000 brake vans. After the investigation it has been found out that out of those 7,000 quite a number of wagons have been condemned which have not been reported to the Directorate and because of that they could not be traced at that stage.

**SHRI KANWAR LAL GUPTA :** Have they been physically traced?

**SHRI PARIMAL GHOSH :** All these 7,000 wagons have been traced. Some of them have been condemned and some of them have been given a new number and re-allotted to different zones. All the 7,000 wagons have been accounted for and the CBI have been given this report. They have said that the matter should be closed.

**SHRI KANWAR LAL GUPTA :** Is physical stock-taking done every year?

**THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) :** Every year enumeration does take place, once for the MG wagons and in another year for the BG wagons. So, once in two years either the BG or the MG wagons are enumerated throughout the Indian Railways. There is a separate and independent organisation, called the Indian Railways Conference Association, which conducts surveys and keeps record of the wagons every year after conducting a regular census throughout the Indian Railways.

**SHRI KANWAR LAL GUPTA :** What is the total number of wagons?

**MR. SPEAKER :** It must stop somewhere. He goes on asking and you go on answering. Shri Prakash Vir Shastri.

**श्री कंबर लाल गुप्त :** मैंने शुरू में पूछा था, लेकिन उन्होंने जवाब नहीं दिया। कुछ जवाब तो देना चाहिये। जो मेरा सवाल था कि कितने वैगन्स थे, इस का जवाब तो देना चाहिये।

**MR. SPEAKER :** I have called Shri Prakash Vir Shastri.

**SHRI KANWAR LAL GUPTA :** The Minister is ready to reply but you check him.

**MR. SPEAKER :** You go on questioning and he goes on answering. Where do I come then?

**श्री कंबर लाल गुप्त :** मैंने तो शुरू में ही पूछा था।

**MR. SPEAKER :** 7,000, he says.

**SHRI KANWAR LAL GUPTA :** That is the number of missing wagons. I have asked for the total number of wagons with the Government of India.

**SHRI C. M. POONACHA :** We have 2 lakh BG wagons and 70,000 MG wagons.

**श्री प्रकाशवीर शास्त्री :** क्या इस प्रकार की कुछ वैगन्स के सम्बन्ध में कि वे मिसिंग हैं या किसी दूसरे देश को चली गई हैं पी० ए० सी० के सामने कुछ केस आए थे और उन केसिस में पी० ए० सी० ने आपको रिपोर्ट

दी थी ? यदि हां तो उसके बाघार पर रेल मंत्रालय ने क्या कार्रवाई की ?

**SHRI C. M. POONACHA :** The only possibility of our wagons missing by going to other countries would be with Pakistan and none else. We had a system of interchange of wagons with Pakistan from 1947 till 1965 under an arrangement. After 1965 hostilities, that has been completely suspended and sealed off. Everyday, the balance of wagons either with Pakistan or with India was determined at the inter-change points and those inter-change points were, one on the western side, one in Calcutta area and one on the Assam side. On that particular day, that is on 6.9.65, the Indian Railway wagons held up in Pakistan were 9,107 B. G. wagons and 1399 M. G. wagons. Against that, Pakistan wagons held on Indian Railways were 9,052 B. G. wagons and 933 M.G. wagons. The net balance is that Pakistan held 55 B.G. wagons more and 466 M.G. wagons more. The matter is under negotiation at the appropriate level.

**SHRI D. C. SHARMA :** I think, both these Ministers are new to their jobs.....

**MR. SPEAKER :** What is your question ? The wagons are old.

**SHRI D. C. SHARMA :** They are very good Ministers.

Sir, if one of the two Ministers were to go to the Amritsar railway station—I am not talking of other points to which he referred; he referred to many combustible points—he would find that the stealing of our wagons, if I can use that expression, of our engines, of our passenger coaches, has been going on since 1947 when the partition of India took place. The engines go there and they never come back; the passenger coaches go there and they are locked up there; the wagons go there and they never come back. There are three kinds of lies in this country, one is a lie, the other is a damn lie and the third lie is statistics. Sir, I tell you, I do not believe in statistics.....

**MR. SPEAKER :** Will you kindly come to the question now ?

**SHRI D. C. SHARMA :** I would ask him to go himself to these points or send one of his Deputy Ministers or the State Minister

—we have an army of Ministers in this country—to find out how many of these coaches have been missing, how many engines have been missing, how many wagons have been missing. If he cannot go to other places, let him go to Amritsar and find that out. He should not give here statistics cooked up by the Ministry.

**MR. SPEAKER :** He has answered that, as to how many wagons are missing.

**SHRI C. M. POONACHA :** I do not accept the allegations he has made. There is no basis whatsoever for the allegations he is making. Probably, he feels that the Minister of State and myself are new to the Ministry and that he is old enough to be put in charge of this Ministry. However the wagon interchange point is an arrangement between the two countries under which arrangement daily records of wagons were made available to both the countries. Not only the Railways, there are the Customs, the Police and the Border Force all of whom keep constant vigilance and check the movement of wagons or any other traffic, for that purpose and these records are available for inspection to anybody and if my hon'ble friend wants to look into these records I can make them available to him.

**SHRI SURENDRANATH DWIVEDY :** Send him to Pakistan.

**SHRI HEM BARUA :** The hon'ble Minister of State for RAILWAYS has just now said that if there is any case of irregularity or anomaly, Members of Parliament should bring it to the notice of the Railway Ministry. May I submit, Sir, in this connection that Members of Parliament are not police men. Government have their own investigating agencies whose services can be mobilised. The question is now, according to the exchange agreement with Pakistan, Pakistan is to send back our wagons and coaches and locomotives and we have to send back Pakistani locomotives, coaches and wagons in this country. But, is it a fact that whereas Pakistan has sent back to our country only 10 per cent of the wagons, coaches and locomotives held by Pakistan, our country has sent back all the locomotives, coaches and wagons held by us ?

**SHRI C. M. POONACHA :** I have given the figures. 9000 and odd Pakistani wagons are with us. 9000 and odd of our wagons are with Pakistan, but the difference was 55 B. G. and 466 M.G. on that particular day. This was the position.

**SHRI SURENDRANATH DWIVEDY :** It is less than the number of Ministers; so it does not matter !

**SHRI C. M. POONACHA :** And, as far as investigation is concerned, a thorough investigation has been conducted and the full report has been submitted to CBI also.

**श्री राम चरण :** अभी बताया गया है कि सात हज़ार वैगंज मिसिंग थीं। मैं जानना चाहता हूँ कि इन में से कितनी वैगंज को आफिशली आपने राइट आफ किया है और कितनी राइट आफ करने के लिए पैडिंग में पड़ी हुई हैं ?

**MR. SPEAKER :** Have we written off anything ? If so, how many ?

**SHRI C. M. POONACHA :** I would like to have notice.

**श्री ओंकार लाल बेरवा :** 1965 में पाकिस्तान और हिन्दुस्तान की लड़ाई में बाइमेर के बोर्डर से चोटन स्टेशन के आगे पाकिस्तान का बोर्डर लग रहा है। यहाँ से 210 डिब्बे मालगाड़ी के, तीन इंजन और 24 डिब्बे सवारी गाड़ी के गए थे, क्या वे वापिस आ गए हैं ?

**SHRI C. M. POONACHA :** I have furnished the figure; I do not have any further information.

**SHRI BAL RAJ MADHOK :** I wish the categorical reply the hon'ble Minister has given is true, but in view of the experience that we have, who have come from West Punjab, of the different borders, this statement is not correct. Wagons have been going, they are not returning. Trucks have been going, they are not returned; buses are going and they are not returning and Pakistan has been confiscating them, one after the other. Therefore, will the hon'ble Minister agree to place all the facts

before a Parliamentary Committee so that it can go into them and find out whether what he has said is correct or not and what steps have to be taken to prevent such things in future ?

**SHRI PARIMAL GHOSH :** We have already stated whatever facts we have, and even if there is a parliamentary committee we would not have any fresh facts to place before them. As such, we do not consider that there is any necessity for having a committee at all.

**SHRI BAL RAJ MADHOK :** The Parliamentary Committee can go to Amritsar and go to the station and find out for itself. It would not depend on his facts only.

**SHRI RANGA :** Arising out of the answer given by the hon. Minister that he would be quite pleased to place the facts before Shri D. C. Sharma, may I make one submission ? All that my hon. friend Shri Bal Raj Madhok has suggested is that instead of the matter being placed before one Member, let it be placed before one of the committees of the House, and you may direct it later on.

**MR. SPEAKER :** Let me see.

## WRITTEN ANSWERS TO QUESTIONS

### SEARCH FOR ATOMIC MINERALS

\*397. **SHRI PARTHASARATHY :** Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that the Union and State Ministers concerned with metals and mining met at Srinagar in September, 1967 and resolved to carry on an intensive and nationwide search for Atomic Minerals like uranium; and

(b) if so, the sites selected for search and whether enough Geiger counters, radiation detector instruments have been supplied to the States to locate uranium and thorium ?

**THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY):** (a) and (b). The exploration and exploitation of Atomic Minerals are the responsibility of the Department of Atomic Energy. This question was, therefore, not discussed in the Conference of State Ministers of