

श्री शिव चन्द्र झा : मैं यह जानना चाहता हूँ कि वर्ष 1968-69 के लिए योजना में बिहार में न्यूक्लियर डेवलपमेन्ट करने के लिए कितनी रकम रखी गई है ?

DR. SAROJINI MAHISHI : The total authorised capital of the Uranium Corporation Ltd. is Rs.15 crores. Out of this, nearly Rs.12.5 crores have been invested now in the Uranium mines and also the mill. The total output of the Uranium concentrates that is going to be processed from the Uranium mines is worth something like Rs.120 lakhs during 1968-69.

SHRI SHEO NARAIN : Is it a fact that as there is no stable government in Bihar at present, the Government of India do not make any progress there in this respect ?

MR. SPEAKER : Shri Samar Guha.

SHRI SAMAR GUHA : As Bihar provides the largest reserves of uranium in Jaduguda and a plant has been set up for mining it, what is the reason for locating a plant at almost a thousand miles away in Hyderabad for purification and concentration on the one hand and separation of uranium isotopes on the other ? Secondly, already we have three reactors, Apsara, Zerlina and another. In all these reactors, a large quantity of plutonium has been accumulating. For what purpose are Government going to utilise this by-product ?

DR. SAROJINI MAHISHI ; As regards the first part, the Electronics Corporation is also set up in Hyderabad and there is a fuel complex being created nearer that. This is only a part of that. The processing of the concentrates taken from Jaduguda is only a part of that bigger complex that is to come up. Therefore, it is set up there.

SHRI SAMAR GUHA : This is not the answer. Thousands of tonnes of ore will be taken out and transported and out of that only a few pounds will be produced.

MR. SPEAKER : Short Notice Question, No. 33.

### SHORT NOTICE QUESTION

Foodgrains Lying in Rajasthan for want of Wagons.

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SNQ 33. SHRI S. K. TAPURIAH :  
SHRI K. M. KOUSHIK :  
SHRI MEEHTA LAL  
MEENA :

Will the Minister of RAILWAYS be pleased to state.

(a) whether several hundred trucks loaded with foodgrains are stranded at various Railway stations in Rajasthan for want of railway wagons;

(b) whether official apathy and corrupt outlook are responsible for harassment of the grain owners and the truck operators; and

(c) whether Government are taking any action to provide wagons to enable the foodgrains to be cleared from Rajasthan to various places of their destinations?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No such report has been received by the Railway Administration concerned.

(b) No, Sir,

(c) Yes, Sir. 1897 broad gauge and 7267 meter gauge wagons of foodgrains were loaded from various stations in Rajasthan from 1st April to 4th May, 1968. A higher level of despatches could have been achieved had the trade not cancelled registrations for 1485 broad gauge and 6225 meter gauge wagons.

SHRI S. K. TAPURIAH : Accidents happen in railway more regularly than the supply of wagons to indentors. The largest part of the hon. Minister's answers, as usual, distorts the picture and gives a very wrong impression. He says that despatches would have been higher but for cancellations by the trade. I hope he will also bear in mind that the cancellations had been due to the long waiting period between indent and actual supply of wagons. The foodgrain traders cannot wait for such a long time and possibly they despatch them through trucks,

What is the maximum number of days an indenter has to wait before he gets the wagons to his yard?

**SHRI C. M. POONACHA :** After the withdrawal of the ban on the movement of coarse foodgrains by the Rajasthan Government from 1-4-68, there have been heavy registrations for wagons by trade without assuring themselves of stocks to load. This has been the main reason why such cancellations have taken place.

Secondly, according to the priorities we have, government-account movement of foodgrains by the Food Corporation of India and the State Governments which enjoy higher priority. The other category of foodgrains movement registered by traders enjoy (D) and (E) priority. In accordance with those priorities movements take place. According to these priorities, it is likely that there would be some delay the actual movement of wagons after date of registration. According to information with me, the oldest date of registration has been something like one month or one month and ten days.

**SHRI S. K. TAPURIAH :** As regards the first question, again it is a serious charge that he has made that when traders indent they do so without surveying their actual need. Yesterday in a written answer also, he made allegation that grain traders have been placing heavy bulk registrations to monopolise the wagons. He cannot indicate its the exact number of days. He himself admits it is between 30 and 50 days. Naturally traders cannot wait for such a long period and send their goods by trucks. What do they do in such circumstances except to cancel the registration? So knowing the position, why does he give a wrong picture?

Another funny thing is that after the wagons come in the yard, a certain number of them are declared as rejected, and once they are declared rejected, they are not allotted to the traders in the strict priority of their bookings. Anyone who wants the rejected once can claim them. The result has been that in the last couple of months in Rajasthan the number of such wagons which have been declared rejected has been very high. What is the number of wagons despatched to various yards in Rajasthan in the last two months and how

many of them have been declared rejected in such manner?

**SHRI C. M. POONACHA :** So far as Rajasthan is concerned, we have moved wagons as follows:

“Western Railway, broad gauge, on government account, 441 wagons from 1st April to 4th May; on trade account 1456 wagons;

Western Railway, metre gauge: 383 wagons on government account and 2364 wagons on trade account;

Northern Railway, metre gauge: 416 wagons on government account and 4104 wagons on trade account.”

Only to explain that we have done all that could be done under the circumstances.

So far as wagons unfit for loading certain types foodgrains, which require protection from rain and other things are concerned, it is true that certain wagons found unfit for loading are withdrawn and wagons fit for loading put instead. I do not have all the particulars with me just now.

**श्री मीठा लाल मोना :** अध्यक्ष महोदय, सभी विभाग के फौले हुए अष्टाचार की तुलना प्रतियोगिया की जाय तो राजस्थान में रेलवे में फौले हुए व्यापक अष्टाचार को देखते हुए सबसे पहले वहां से रेलवे मंत्री श्री पुनाचा को स्वर्ण पदक मिलना चाहिए। पश्चिमी रेलवे के कोटा डिवीजन के स्टेशनों से व्यापारियों को माल लदान करने में बड़ी असुविधाओं का सामना करना पड़ता है और खुलेभ्राम डिब्बों के बारे में सम्बन्धित रेलवे कर्मचारियों द्वारा अष्टाचार किया जा रहा है। मालगोदाम आफिसर जान-बूझ कर अच्छे वैगनों को रिजैक्ट कर अपने मन चाहे व्यापारियों को दे देते हैं और उसके लिए वह उन से 100 रुपये से लेकर 200 रुपये तक ले लेते हैं। जो अच्छे डिब्बे हैं उन को भी यह अधिकारी मन्बर से देने पर उन के भी 50 रुपये ले लेते हैं। पूर्ण वैगन देने बजाय ये लोग कुबरा माल लोड करने में अधिक दिल-चस्पी लेते हैं क्योंकि उस में वह 4 घाने फी जोरी खुले भ्राम व्यापारियों से लेते हैं। इसकी

जांच करनी चाहिए और इसके लिए वह व्यापारियों के कागजात देख सकते हैं। गंगापुर सिटी 24 अप्रैल 1968 को सारवान द्वारा भारी मात्रा में खुदरा माल का लदान किया गया और जैसा कि मैंने बतलाया वह 4 आने की बोरी की वजह से 90 प्रतिशत तक यह खुदरा माल का लदान करते हैं। और बन्द गाड़ियों नहीं देते हैं क्योंकि उसमें उन्हें ऊपर का मिलन बाला पैसा अपेक्षाकृत कम मिलता है। केवल 25 रुपया वॉगन ही मिलता है।

इसी प्रकार पश्चिमी रेलवे के जयपुर डिवीजन में जयपुर सिटी आदि स्टेशनों पर व्यापारियों को गल्ला लोड करने के लिए वॉगनों के नम्बर लगाये लगभग एक महीना हो गया है लेकिन फिर भी वॉगन नहीं मिल रहे हैं। हालत यह है कि जयपुर जंक्शन के मालगोदाम में लगभग 500 वॉगनों के नम्बर लगे हुए हैं और उस सिलसिले में जो भ्रष्टाचार खुले आम चल रहा है क्या उसकी जांच करने का आश्वासन रेलवे मंत्री महोदय देंगे? यह जो जयपुर डिवीजन में भ्रष्टाचार फैला हुआ है उसकी जांच पड़ताड़ करके वहाँ की व्यवस्था ठीक करने के बारे में क्या मंत्री महोदय आश्वासन देंगे? दूसरे बड़ी लाइन और छोटी लाइन में डिब्बों के कितने रजिस्ट्रेशन व्यापारियों ने वापिस लिये और कितने रेलवे ने जन्त किये जिससे सरकार की इनकम हुई वह कितने थे?

SHRI C. M. POONACHA : As for the complaint about corruption and other things, if the hon. Member could kindly give a specific incident, I will have it thoroughly enquired into and take necessary action in that regard. So far as withdrawals are concerned, on the broad-gauge in the Western Railway 1485 wagons were withdrawn and on the metre-gauge 737 wagons were withdrawn. On the Northern Railway metre-gauge 5488 wagons were withdrawn. This amply proves the fact that in their anxiety to register and indent wagons in advance, the parties had resorted to registration of wagons without the material to load in them and so they had withdrawn their indents.

श्री श्रीरामलाल शीला : यह बात नहीं है। व्यापारियों में माल रोकने की ताकत नहीं है। वह एक महीना माल रोक कर कहां बैठे ?

MR. SPEAKER : He has replied.

श्री श्रीरामलाल शीला : मेरे प्रश्न का जवाब नहीं आया कि कितने रजिस्ट्रेशन व्यापारियों ने वापस लिये और कितने जन्त कर लिये गये।

अध्यक्ष महोदय : नोटिस होना चाहिये इस के लिये।

SHRI NITIRAJ SINGH CHAUDHARY : The Railways have their own priority and they have divided the goods into some categories, A, B, C and 1, 2, 3, 4 etc. Indents are registered according to those priorities. The number of indents increases for those items and the number of wagons supplied are ..

MR. SPEAKER : The Railway Minister knows it ; you may ask your question.

SHRI NITIRAJ SINGH CHAUDHARY : May I know from the hon. Minister if to regulate the proper use of wagons. The wagons are supplied early at places where they are demanded ?

MR. SPEAKER : This question relates to Rajasthan only ; this is not a general question.

श्री श्रीरामलाल शीला : मैं जानना चाहता हूँ कि रतलाम और दोहद के बीच जो ऐक्सिडेंट हुआ और तीन चार दिन तक उस की सफाई नहीं हुई इस कारण से आप उन को डिब्बे नहीं दे सके, और क्या यह भी सत्य है कि राजस्थान की मंडियों में, रामगंज मंडी, इन्द्रगढ़ मंडी और बारांमंडी में 5,000 वॉगनों की मांग थी और आप उस में से केवल 1500 दे सके थे? क्या अब उन की मांग पूरी हो गई है? अभी जो माल स्टेशनों पर पड़ा हुआ है उस के बारे में आप क्या कर रहे हैं?

SHRI C. M. POONACHA : A temporary blockade in that sector, near Kota,

did cause some difficulties in the movement of wagons to certain areas in Rajasthan. For about 85 hours that blockade was there.

**श्री श्रीकारलाल बेरवा :** माल रका पड़ा है।

**MR. SPEAKER :** They have removed the blockade after 85 hours.

**श्री भोला नाथ :** राजस्थान में वैन नहीं मिल रहे हैं इस के बारे में शायद मंत्री महोदय के पास अलवर से रोज टेलिग्राम आ रहे हैं। मैंने खुद भी लिख कर दिया है। दूसरी तरफ जब बजट पेश होता है तब मंत्री महोदय यह कहते हैं कि उन की आमदनी कम हो गई है क्योंकि लोग वैनस का इस्तेमाल नहीं करते हैं। दूसरी बात मन्त्री महोदय ने कही, जो कि मार्के की है, कि उन्हीं दिनों में वह स्कूप कर रहे हैं जब फूडग्रेन की क्राप बहुत ज्यादा हुई है और खास तौर से मंडियों में माल नहीं रोका जा सकता है। मैं जानना चाहता हूँ कि ऐसी हालत में स्कूप करने की जरूरत क्यों पड़ी। इस की कुछ सफाई होनी चाहिये। असल में करप्शन की वजह से सारी गड़बड़ है। अगर मंत्री महोदय दें तो लोग ओपन वैन भी लेने को तैयार हैं अगर थोड़ा सा तिरपालों का इन्तजाम कर दिया जाय। लोगों में माल को रोक रखने की शक्ति नहीं है जब बड़ी अच्छी फसल चने और जौ की हुई है। अगर खुले हुए वैनस पर तिरपाल डाल कर अनाज निकालने की इजाजत भी दे देंगे मंत्री महोदय तो उन की शिकायत दूर हो जायेगी।

**SHRI C. M. POONACHA :** The suggestion made by the hon. Member is worth consideration and I shall look into it.

**श्री कंवरलाल गुप्त :** अभी कई सदस्यों ने कहा कि इस मामले में बहुत करप्शन हो रहा है। मैं मन्त्री महोदय से बतलाना चाहता हूँ कि उन की बात बिल्कुल ठीक है, और अगर मंत्री महोदय किसी सीनियर आफिसर को भेज कर

उन मंडियों में, जहाँ पर स्टेशन है पता लगायेंगे तो उन्हें मालूम हो जायेगा हर एक जगह पर पैसे ले कर लदान होता है। मंत्री महोदय हमेशा कहते हैं कि पैसेन्जर ट्रैफिक में उन को नुकसान होता है और गुड्स ट्रैफिक उन को मिलता नहीं। क्या मन्त्री महोदय यह ऐश्वर्य देंगे कि राजस्थान और दूसरी सरप्लस स्टेट्स में अनाज मिलने के समय में वैनस की कमी नहीं आने दी जायेगी और उन की मांग पूरी की जायेगी जिस से कि रेलवे को भी फायदा पहुँचे ? मैं जानना चाहता हूँ कि क्या वह सिनिअर आफिसर भेज कर एम्बवायरी करवायेंगे ?

**SHRI C. M. POONACHA :** That has been our effort. The fact is proved by what I have said; that is to say, we have been loading at such a high rate as 1456, 2364, 4104 wagons in this sector during the period of one month as against the Government indent which is not that high. This shows the anxiety on the part of the railway's to utilise their capacity to the fullest extent and to handle the additional crop that has come in this area. We shall do all that is necessary in this regard as movement of goods by railways would be of great interest to the railways because of the revenue that we can earn. But we have other priorities too and we have to allot wagons according to priorities to move other goods according to that priority.

**श्री हीर जी माई :** मैं मंत्री महोदय से जानना चाहता हूँ कि खाद्यान्न मालिकों को जो समय पर रेलवे वैनस हासिल नहीं हो पाते हैं क्या उस के लिये उन को और भारबहन-वालों को सरकार का क्षतिपूर्ति देने का विचार है ?

**SHRI C. M. POONACHA :** That point does not arise.

**श्री महाराज सिंह मारती :** राजस्थान में बड़ी लाइन भी है और छोटी लाइन भी है, और जैसा मंत्री महोदय ने बतलाया अगर सरकार द्वारा बड़े पैमाने पर खाद्यान्न खरीदा जायेगा तो उस को ढोने के लिये प्राथमिकता

दी जायेगी। मैं मंत्री महोदय से जानना चाहता हूँ कि फूड कारपोरेशन के गोदामों के लिये जिन जिन मंडियों में माल खरीदा जायेगा वहाँ के लिये रेलवे विभाग ने क्या कोई ऐसा सुझाव दिया है कि जो छोटी लाइन पर माल लादा जायेगा वह ऐसे गोदामों पर जाय जहाँ छोटी लाइन के जरिये पहुँच सकता है। मेरी अपनी जानकारी में ऐसा है कि बड़ी लाइन पर माल लाद कर छोटी लाइन के गोदाम में जायेगा। डिब्बे बदलेंगे बीच में और छोटी लाइन का सामान बड़ी लाइन पर जायेगा। जो बैगन्स की कमी पड़ रही है उस को पूरा करने के लिये क्या आप ने कोई इस किस्म का ताल मेल फूड कारपोरेशन से किया है ?

**SHRI C. M. POONACHA :** The suggestion would be examined ; I shall look into the matter.

**SHRI SAMAR GUHA :** It is a fact that when Shri Jagjiwan Ram visited Calcutta in the first week of April...

**MR. SPEAKER :** It is a question about Rajasthan ; if you bring in Calcutta others can bring in Madras, Bombay, Allahabad, etc.

**SHRI SAMAR GUHA :** Almost similar in nature. The Governor of West Bengal and the Food Commissioner told Shri Jagjiwan Ram that a section of traders in their bid to boost up prices by creating sort of artificial scarcity have been delaying clearance of their consignments from Howrah station. This is a serious complaint. The Governor told Mr. Jagjiwan Ram that unless the Centre took a serious view of the rackets being indulged in by a section of traders who had been systematically using the railway sheds and the wagons as their godowns and the standing rules regarding delivery of consignments were not altered accordingly, it would be impossible for the State Government to cope with the problem of scarcity and price rise. Is it a fact that this complaint was made to Shri Jagjiwan Ram and that he has communicated that complaint to the Railway Minister and if so what steps had been taken by the Railway Minister ?

**SHRI C. M. POONACHA .** This fact has been brought to our notice and we are discussing with the Ministry of Food as to how best we could eliminate these mal-practices that are occurring in certain areas.

**SHRI K. P. SINGH DEO :** Does the Government propose to introduce the QTS in Rajasthan for carrying the goods quickly ?

**SHRI C. M. POONACHA :** That relates to other high-rated traffic and so far as foodgrains are concerned, we proceed according to the indents that are registered with the railways for loading.

**SHRI VIRENDRAKUMAR SHAH :** The hon. Minister has said that wagons were damaged and had to be scrapped. But the fact remains that wagons are not available when required. In view of this, can the Minister tell us what steps they are taking both for making more wagons available for broad gauge as well as metre gauge and for manufacturing more wagons and supplying them ? What steps are they taking ?

**SHRI C. M. POONACHA :** We have a regular programme of replacing the old wagons and adding additional numbers according to our requirements.

#### WRITTEN ANSWERS TO QUESTIONS

##### Employment of Home Guards as Air-Craft Spotters

\*1710. **SHRI D. C. SHARMA :** Will the Minister of DEFENCE be pleased to state :

(a) whether a scheme to employ Home Guards as aircraft spotters to give timely information about the low-flying planes to the nearest Air Defence Control when called out for this duty is under consideration ;

(b) if so, the decision taken in the matter ; and

(c) the stage at which the proposal stands at present ?