

जिसका जहाँ पर फैल्योर होगा, वहाँ उसको फटा जायेगा। तो क्या यह संभव है, क्या इस पर मंत्री महोदय बतायेंगे कि क्या स्थिति है?

श्री भागवत झा 'आजाब' : यह ठीक है जैसा माननीय सदस्य ने कहा कि हमारा इस सम्पूर्ण खाद्य नीति में पूरक रोल है। किता प्रकार से निर्धारित करते हैं यह मैंने कहा है और फिर दोहराना चाहता हूँ कि वह इस प्रकार निर्भर करती है। हर महीने चूंकि यह संभव नहीं है, जिस तरह अन्न की उपलब्धि हमारे पास में है, जिस तरह राज्यों के पास अपनी उपलब्धि है, अतः इनको देख करके कोई लम्बे अर्थ में पूरे साल के लिये कोई राष्ट्रीय मत बनाकर निर्धारित किया जाये यह संभव नहीं है। एडवाइजरी कमिटी में जहाँ हम सारे खाद्य मंत्री रहते हैं, मैं भी रहता हूँ इन बातों पर विचार हुआ था। लेकिन इतने वर्षों से जो चर्चा आ रही नीति है, करने की, वह यह है कि हम हर महीने राज्य सरकार की मांगों को देखकर यह विचार करते हैं कि क्या हमारे पास स्वयं प्रोक्वोरमेंट का, जो राज्य सरकारों ने खुद दिया है हम घटा-बढ़ा नहीं सकते हैं, अगर कोई नीति बने तो उसके लिये घटाने-बढ़ाने का प्रोपोजल होना चाहिये क्योंकि प्रोक्वोरमेंट तो साल में एक बार होता है, तो इस कठिनाई को देखते हुये राज्य सरकार के पास स्वयं क्या है और साधारणतया, उदाहरण के लिये मान लीजिये कि कभी 12 परसेंट प्रोक्वोरमेंट हुआ, कभी 13 परसेंट प्रोक्वोरमेंट हुआ तो इस तरह प्रोक्वोरमेंट होता है, टटल गेहूँ और चावल को मिलाकर तो इसको देखते हुये हर महीने में, गीनों बातों को ध्यान में रखते हुये एलाटमेंट करने हैं। यह संभव नहीं है कि हम इस संबंध में कोई दूसरी नीति अस्तित्व में करें, बना पाएँ। राज्य सरकारों से भी राय ली गयी है, उनकी भी इस संबंध में कठिनाई है, जो स्वयं इस काम को करते हैं वे भी नहीं बता सकते हैं।

इसलिये अभी जो नीति है चल रही है यह नीति सफल रही है और इसको चलने देना चाहिये।

MR. DEPUTY CHAIRMAN: Next question.

SHRI GHULAM RASOOL MATTO: Sir, on a point of order. Have you got powers to change "Kar" into "Matto"? The second question is in the name of Ghulam Rasool Kar. He is not here. Have you got powers to change "Kar" into "Matto"?

MR. DEPUTY CHAIRMAN: Please sit down. Next question.

*242. [The questionnaire (Shri Ghulam Rasool Kar) was absent. For answer vide col. 57-68 infra].

. Weigh Bridges at Railway Stations .

*243. DR. (SHRIMATI NAJMA HEPTULLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether weigh bridges have been installed at various railway stations to assess the loaded /unloaded quantity of coal;

(b) if so, what are the names of the stations where these have been installed; and

(c) if answer to part (a) above be the negative, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) to (c) A statement is laid on the Table of Sabha.

Statement

(a) Yes, Sir. Weigh bridges have been provided at major railway stations keeping in view the nature and quantum of traffic handled at those stations and the operational feasibility for weighing.

(b) Requisite information is given in the Annexure,

(c) Does not arise.

Annexure

*Names of Stations where weigh
bridges have been provided*

1. Wadi Bander
2. Byculla
3. Sion
4. Kalyan
5. Neral
6. Pune
7. Ahmednagar
8. Manmad
9. Bhusawal
10. Khandwa
11. Itarsi
12. Nagpur
13. Junnar Deo
14. Wardha
15. Jabalpur
16. New Katni Jn.
17. Jhansi
18. Gwalior
19. Dholpur
20. Bhopal
21. Belanganj
22. Karloras
23. Tantpur
24. Dhond
25. Kurduwadi
26. Latur
27. Miraj
28. Solapur
29. Shahabad
30. Andal
31. Asansol
32. Sitorampur
33. Barakar
34. Kusunda
35. Katrasgarh
36. Pathardih
37. Phusro
38. Patratu
39. Ray
40. Rajhara
41. Giridih
42. Jamsar
43. Rewari
44. Delhi-Sarai Rohilla
45. Bareilly
46. Shahjahanpur
47. Moradabad
48. Najibabad.
49. Laksar Jn.

50. Dehradun
51. Khurja City
52. Hapur
53. Chandausi
54. Badwasi
55. Gotan
56. Mandor
57. Makrana
58. Bhagat-Ki-Kothi
59. Fedusar
60. Rai-ka-bagh
61. Mirzapur
62. Naini
63. Allahabad
64. Kanpur Central Goods Shed
65. Juhi Marshalling Yard
66. Etawah
67. Shikohabad
68. Hathras Qilah
69. Aligarh Jn.
70. Farrukhabad
71. Lucknow
72. Varanasi
73. Faizabad
74. Viyas Nagar
75. Shahganj
76. Ludhiana
77. Pathankot
78. Amritsar
79. Jammu Tawi
80. Khanolampura
81. Jagadhari
82. Delhi Cantt.
83. Ambala Cantt.
84. Kalka
85. Simla
86. New Delhi
87. Ghaziabad
88. Tuglakabad
89. Bhatinda
90. Delhi Subzimandi
91. Meerut City
92. Lalgah
93. Kasganj
94. Kashipur
95. Lalkua
96. Tanakpur
97. Pilibhit
98. Mailani
99. Dudwa
100. Anandnagar
101. Narkatiaganj
102. Katihar (MG)
103. New Jalpaiguri (BG)
104. New Gauhati (MG)

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|----------------------------------|---------------------------------|
| 105. Lunding (MG) | 160. Jolarpettai |
| 106. Tinsukia (MG) | 161. Madras Beach |
| 107. Simaluguri (MG) | 162. Madras Egmore |
| 108. Ledo (MG) | 163. Tambaram |
| 109. Naginimora (MG) | 164. Chengalpattu |
| 110. Badarpur Jn. | 165. Cochin Harbour Terminus |
| 111. Bargolai | 166. Ernakulam Goods |
| 112. Salem Jn. | 167. Trichur |
| 113. Salem Market | 168. Vijayawada (South & North) |
| 114. Mettur Dam | 169. Nellore |
| 115. Erode Jn. | 170. Tenali |
| 116. Mettupalayam (BG & MG) | 171. Nidadavolu |
| 117. Coimbatore | 172. Rajahmundry |
| 118. Palghat Jn. | 173. Samalkot |
| 119. Palghat Town (BG & MG) | 174. Tadepalli |
| 120. Shoranur | 175. Guntur (BG & MG) |
| 121. Nilambur Road | 176. Nadikude |
| 122. Ferok | 177. Nandyal |
| 123. Kallayi | 178. Betamcherla |
| 124. Calicut | 179. Macherla |
| 125. Valapattanam | 180. Kolhapur (Gur Market) |
| 126. Tiruchirappalli (BG & MG) | 181. Miraj (MG) |
| 127. Thanjavur | 182. Londa |
| 128. Thiruvavur | 183. Castle Rock |
| 129. Villupuram Goods | 184. Alnavar |
| 130. Cuddalore Wharf | 185. Hubli |
| 131. Cuddalore Traffic Yard | 186. Gadag |
| 132. Mayiladuturai (Mayuram) | 187. Bagalkot |
| 133. Tiruvannamalai | 188. Yeshwantnagar |
| 134. Pollachi | 189. Samehalli |
| 135. Dindigul | 190. Sundaram Benchi Siding |
| 136. Madurai | 191. Hospet (MG) |
| 137. Virudhunagar | 192. Kariganuru |
| 138. Karaikkudi | 193. Bellary |
| 139. Shencottai | 194. Doranakal |
| 140. Tuticorin | 195. Secunderabad (BG & MG) |
| 141. Bangalore City (MG) | 196. Tandur |
| 142. Yeswantpur | 197. Kazipet |
| 143. Bangalore Cantt. | 198. Kacheguda |
| 144. Daiyyappaiahalli | 199. Purna |
| 145. Mysore | 200. Jalna |
| 146. Ashokapuram | 201. Renigunta |
| 147. Arsikere | 202. Guntakal (BG & MG) |
| 148. Bhadravati | 203. Raichur |
| 149. Shimoga Town | 204. Pakala |
| 150. Chikjajur | 205. Dharamavaram |
| 151. Harihar | 206. Shojudih |
| 152. Salt Cotaurs | 207. Bhaga |
| 153. Royapuram | 208. Mohuda |
| 154. Korukkupet Goods | 209. Radhanagar |
| 155. Tondiarpet Marshalling Yard | 210. Chaurashi |
| 156. Pattabiram Military Siding | 211. Gorumahisani |
| 157. Arakkonam | 212. Birmitrapur |
| 158. Ranipet | 213. Dangoaposi |
| 159. Katpadi | 214. Barajamda |

215. Badampahar
216. Shahdol
217. Manendragarh
218. Bilaspur
219. Bhilai
220. Gobarwahi
221. Gondia
222. Khirsadeh
223. Motibagh
224. Talcher
225. Khurda Road
226. Garividi
227. Chipurupalli
228. Banspani
229. Barbil
230. Bondamunda
231. Gua
232. Jharsuguda
233. Shalimar
234. Kharagpur
235. Dalbhumgarh
236. Rupsa
237. Itwari
238. Adra
239. Howbagh
240. Raipw
241. Nanoharpur
242. Bombay (Carnac Bridge)
243. Bandra Marshalling Yard
244. Surat
245. Asarav Jn. (BG & MG)
246. Ankleshwar (BG)
247. Vadodara
248. Bharuch
249. Chhofa Udaipur
250. Pratapnagar
251. Anand
252. Bhilwara
253. Ratlam Jn. (BG & MG)
254. Indore (MG)
255. Ujjain
256. Jaipur Jo.
257. Sikka
258. Jamnagar
259. Bhavnagar Terminus ,
260. Ranavav
261. Porbandar
262. Kandla Port
263. Kandariya
264. Gandhidham
265. , Kota Junction
266. . Valsad
267. . Nandurbar
268. Khambhat
269. , VTramgam

270. Kosamba Junction
271. Godhara Junction
272. Dabhoi
273. Bodeli
274. Dhrangadhra
275. Sabarmati Jn.
276. Shivrojpur
277. Dahed
278. Veemuch
279. Chittaurgarh
280. Nimbabera
281. Sawaimadhopur
282. Shamgarh
283. Idgah (Agra Jn.)
284. Bayana Jn.
285. Morthala.
286. Ajmer Jn.
287. Abu Road.
288. Mavli Jin.
289. Bandikui
290. Okha
291. Morbi
292. Makansar
293. Mahesana Jn.
294. Himmatnagar
295. Bhavnagar Docks
296. Botad Jn.
297. Rajula
298. JetaJsar
299. Mahuva
300. Gop
301. Veranal Docks
302. Junagarh Jn.
303. Vridhdhalalam
304. Bangarapet.

DR. (SHRIMATI) NAJM\ HEP-TULLA: Sir, I have got the statement. It is a very long list: about 304 weigh bridges have been mentierved in it. May I ask the hon. Railway Minister to tell us how many of the*³ are in working condition, specially-in the area where loading and unloa¹ of coal is taking place?

SHRI A. B. A. GHANI KE CHOUDHURY: It is pr?sumed most of them are working and hov many of them are not working.] we have a provision ior replaces of weigh bridges. Wherever there constant complaint of its being JJCJ.-operational the railways have tal a policy decision that the old \yef^b bridges should be replaced by c\?cf?*-~

•ue weigh bridges and not by mecnanica weigh bridges, and this policy will obviously go a long way in satisfying the, users.

DR. (SHRIMATI) NAJMA HEP-TULLA: I appreciate the honourable Railway Minister's reply that they are /ling to replace the mechanical weigh ilges with electronic weigh bridges. My specific question is regarding the loading and unloading of oal, because there is a lot of mfsharidlhiS of coal

the places where it is loaded and unloaded and it is being reported in the newspapers. I have a newspaper report here but I do not wan* to take time of the Hou» reading the -port buj it says that, lot of coal pilierred or theft of coal is taking -iace al the places of loading and

oading of coal—the railway stations, the sidings, wherever coal is stocked. Has the honourable Railway Minister any information whether

re has been a demand from those 'i-eas for replacement of the machanic ;l weigh bridges by electronic weigh i [es?

SHRI A. B. A. GHANI KHAN LOUDHURY: Weigh) bridges have n provided by the railway at •major stations in accordance with the tature and volume of traffic handled them. I have given the names of ose stations. There are complaints i l respect of coal from lthe consignees r,ii they are not getting what they hould get. What [3 tlie actual The actual practice in the tse of bagged consignments of stan-rd weigh! is that the weight of the msignmen't can be ascertained by just weighing a few bags on a weighing scale and computing ihe entire consignment on that basis. This is what normally done. But if *bemafide* ntions lack, then this practice may ate doubts and misgivings in which e weigh bridges seem to be very essary af all stations that is at the <2gular loading stations, not at every station because otherwise it will be • costly and alafo unnecessary. 'Both the railways as well as the con-

signees must insist that the infra* structure has to be built. In the case of bulk commodities like coal, ore, the freight charges are levied on the carrying capacity of the wagons and load lines are marked on the wagons to indicate the height up to which loading has to be done. In the case of liquids in bulk dipstick measurements are taken and the weight of the consignment is arrived at with reference to the calibration chart supplied to the station. There tg a limit in each wagon and it is loaded up to that. Then we presume that loading is done up to the capacity ol the particular wagon. That is how normally loading is done. But where there is a weigh bridge ly the weigh

bridge operates and there is no complaint. - But I do igree with the honourable Member and I admit that I have received some complaints. We look into the complaints and sometimes there is a complaint which is quite correct and sometimes there is a complaint which is not correct. The difficulty arises when loading is done and after loading the coal in that particular station, the carriages or the wagons are left for sometime during this time anti-social elements take away some coal. We have our railway protection force to prevent that. Sometimes the result is not achieved as you want it. That is the basic difficulty.

DR. (SHRIMATI) NAJMA HEP-TULLA: The capacity of eich ' coal wagon, as I understand it, is about 22 tonnes. My question basically is not about pilferage after coal is loaded into the wagon. My complaint is that sometimes it is half loaded or the loading is only to the extent of one-quarter of the wagon and, as a result, Rs. 340 crores worth of coal is not supplied to those who have purchased coal. Is it not the responsibility of the Railways to see that loading is done properly?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, I have never received such complaints. The complaint is thai it is 5

per cent less or 10 per cent less and I have explained why it is 5 per cent less or 10 per cent less. I am trying to have some sort of arrangement to prevent even this. But if on both sides there is no *bonafide* intention to cooperate and find out a solution to this problem solution cannot be found. Weighing machines alone will not solve the difficulty.

SHRI M. P. KAUSHIK: As far as coal is concerned, the complaint is that at the loading point it is underweighed. Most of the coal comes to the North from Bihar, formerly in iviogulsarai they used to weigh each ton and the Railways used to certify that such and such is the weight of the coal in a particular wagon. In different marshalling yards there is provision for weighing. Are the railways doing this job at pit-heads also? Why should the consumer suffer, I do not understand. The responsibility is either with the Railways or with the coal authorities.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Wherever there is a weight bridge we take the weight and there is no such complaint. As I have said, there are 190 stations where coal is loaded. In every pit-head there is no weighing machine. We are trying to have as many as possible. The Railways have to have weigh bridges for the satisfaction of the consignees in checking the weight declared and loaded by the consigners. There were complaints from the users that they were getting less coal and they were paying more. Maybe in transit there are some pilferages by anti-social elements. I quite appreciate that. But sometime I have even deputed officers from the Coal Department. I have deputed officers from the Railways to see whether the loading is O. K. or not and we have joint reports on this and the joint reports tell us that in most cases things are all right. But I do agree that certain things may take place in transit and certain pilferages or anti-social activities may take place. Their com-

plaint is that five per cent is less or five per cent is less and, Sir, as I have informed the House, we are looking into the latter and we are trying to find out. But, sir, those complaints are not very many also. So, we will look into this.

SHRI VITHALBHAI MOTIRAM PATEL: Sir, the honourable Minister says that he has not received any complaints. But I can give him a particular example. The Gujarat Chamber of Commerce and Industry submitted a memorandum to the Railway Minister saying that they are receiving coal weighing about 17 or 18 tonnes instead of 20 tonnes, but they have to pay in full the coal price and also the freight. Therefore, I would like to know whether the honourable Minister will consider their request for the refund of the money which they have paid for the coal which is less, that is, eight tonnes or nine tonnes or ten tonnes and also the freight charges which they have paid. Will they refund them the money?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, as I have said, we have received the complaint and from Gujarat also, Sir, some business people saw me in this connection and I told them that we have to find out as to who is to be blamed. If the fault is with the Railways, then, well, we certainly will have to refund the money. But, if the fault is not with the Railway, what can be done? You see, there are two parties and one party is loaning the coal and we insist that from the side of the Coal Department the loading should be done up to this, and if they load it like this, then as I have said, something called transit difficulty may be there. Now, we are looking into those transit difficulties also. If it is found that it is due to the negligence of the Railways, well, we will have to do something like refunding the money and all that. That I will look into. But,

MR. DEPUTY CHAIRMAN: That is all right. You have replied. Yes.
Mrs. Usha Malhotra.

- SHRIMATI USHA MALHOTRA: Sir, I would like to know from the honourable Minister whether serious efforts have been made to identify the problems because, Sir, as I see it, there should be some sort of a record which should be maintained by the railway authorities when the loading is done. If your officers go and conduct some inquiry, it should be on the basis of some records. Now, what do the records reveal? I would like to know from the Minister whether such records will be maintained and the inquiries will be conducted on the basis of those records because then he would be able to identify the problems on the spot also. You cannot just beat about the bush saying that you do not know whether it is here or somewhere else, whether it is due to pilferage or whether it is due to some anti-social elements trying to pilfer some quantity of the coal. We have to see what we load and, after that, it is the responsibility of the Railways and, afterwards, it is a matter between the police and the Railways and then, we can make efforts to improve the services¹. Is the Minister aware of this and what will he do to take care of the problem?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, we have identified what the difficulties are and it is not that we have not identified. As have suggested, number one, there are the transit difficulties. You see, some mafia gangsters are always there and it is very difficult to protect against pilferages against these mafia gangsters. If you have any idea of the coalfields, you will understand what a mafia gang is for example, Dhanbad. It is an impossible situation there, you see, and you cannot shoot everybody. That is something of an abnormal situation there.

SHRI PARAVATHANENI UPENDRA: It means the law and order situation in Bihar has broken down.

SHRI A. B. A. GHANI KHAN CHOUDHURY: Anyway I quite appreciate. ...

SHRI PARAVATHANENI UPENDRA: Then dismiss the Bihar Government.

SHRI A. B. A. GHANI KHAN CHOUDHURY: ...the concern of the honourable Member. I assure her that we are acquainted with the problems and we are trying to tackle the problems. But the problem is not an easy one.

MR. DEPUTY CHAIRMAN-. Yes, Question No. 244.

Adulteration of food-stuffs

*244. PROF. B. RAMACHANDRA RAO: With the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of wide-spread adulteration of food stuffs which is largely responsible for the ill-health of the people;

(b) whether Government are also aware that certain factories are manufacturing fine grains of sand for purpose of adulteration in rice; and

(c) if so, what measures are proposed to be taken to give punishment to these offenders?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M. JOSHI): (a) The Government are seized of the problem of adulteration of food stuffs.

(b) and (c) No information is available about factories manufacturing fine grains of sand for adulteration of rice. However, persons manufacturing, selling, storing and distributing articles of food containing inorganic foreign matter including sand, gravel, dirt, pebbles, stones, lumps of earth, clay and mud and not conforming to the standards under the PFA Act², are liable for punishment under the provisions of the PFA Act.

PROF. B. RAMACHANDRA RAO: Mr. Deputy Chairman, Sir, you are aware that most of the health problems in our country are due to water