

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

**श्री भागवत झा 'आजाद' :** यह ठीक है जैसा माननीय सदस्य ने कहा कि हमारा इस सम्पूर्ण खाद्य नीति में पूरक रोल है। किस प्रकार से निर्धारित करते हैं यह मैंने कहा है और फिर दोहराना चाहता हूँ कि वह इस प्रकार निर्भर करती है। हर महीने चूँकि 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 कमेटी में जहाँ हम सारे खाद्य मंत्री रहते हैं, मैं भी रहता हूँ इन बातों पर विचार हुआ था। लेकिन इतने वर्षों से जो चली आ रही नीति है, करने की, वह यह है कि हम हर महीने राज्य सरकार की माँगों 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 प्रयोजन होना चाहिये क्योंकि प्रोक्वोरमेंट 10 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 पर्सेंट प्रोक्वोरमेंट हुआ, कभी 13 पर्सेंट प्रोक्वोरमेंट हुआ तो इस तरह प्रोक्वोरमेंट होता है, टोटल गेहूँ और चावल को मिलाकर तो इसको देखते हुये हर महीने में, तीनों बातों को ध्यान में रखते हुये एलाटमेंट करते हैं। यह संभव नहीं है कि हम इस संबंध में कोई दूसरी नीति अख्तियार 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 questionnair (Shri Ghulam Rasool Kar) was absent. For answer vide col. 57-58 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 weighment.

(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. Sitarampur
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. Pedusar
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. Khanalpura
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. Lalgarh
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)

405. Lumding (MG)
406. Tinsukia (MG)
407. Simaluguri (MG)
408. Ledo (MG)
409. Naginimora (MG)
410. Badarpur Jn.
411. Bargolai
412. Salem Jn.
413. Salem Market
414. Mettur Dam
415. Erode Jn.
416. Mettupalayam (BG & MG)
417. Coimbatore
418. Palghat Jn.
419. Palghat Town (BG & MG)
420. Shoranur
421. Nilambur Road
422. Ferok
423. Kallayi
424. Calicut
425. Valapattanam
426. Tiruchirappalli (BG & MG)
427. Thanjavur
428. Thiruvavur
429. Villupuram Goods
430. Cuddalore Wharf
431. Cuddalore Traffic Yard
432. Mayiladuturai (Mayuram)
433. Tiruvannamalai
434. Pollachi
435. Dindigul
436. Madurai
437. Virudhunagar
438. Karaikkudi
439. Shencottai
440. Tuticorin
441. Bangalore City (MG)
442. Yeswarpur
443. Bangalore Cantt.
444. Daiyyappanahalli
445. Mysore
446. Ashokapuram
447. Arsikere
448. Bhadravati
449. Shimoga Town
450. Chikjajur
451. Harihar
452. Salt Cotaurs
453. Royapuram
454. Korukkupet Goods
455. Tondiarpet Marshalling Yard
456. Pattabiram Military Siding
457. Arakkonam
458. Ranipet
459. Katpadi

160. Jolarpettai
161. Madras Beach
162. Madras Egmore
163. Tambaram
164. Chengalpattu
165. Cochin Harbour Terminus
166. Ernakulam Goods
167. Trichur
168. Vijayawada (South & North)
169. Nellore
170. Tenali
171. Nidadavolu
172. Rajahmundry
173. Samalkot
174. Tadepalli
175. Guntur (BG & MG)
176. Nadikude
177. Nandyal
178. Betamcherla
179. Macherla
180. Kolhapur (Gur Market)
181. Miraj (MG)
182. Londa
183. Castle Rock
184. Alnavar
185. Hubli
186. Gadag
187. Bagalkot
188. Yeshwantnagar
189. Samehalli
190. Sundaram Benchi Siding
191. Hospet (MG)
192. Kariganuru
193. Bellary
194. Doranakal
195. Secunderabad (BG & MG)
196. Tandur
197. Kazipet
198. Kacheguda
199. Punra
200. Jalna
201. Renigunta
202. Guntakal (BG & MG)
203. Raichur
204. Pakala
205. Dharamavaram
206. Shojudih
207. Bhaga
208. Mohuda
209. Radhanagar
210. Chaurashi
211. Gorumahisani
212. Birmittapur
213. Dangoaposi
214. Barajamda

215. Badampahar
216. Shahdol
217. Manendragarh
218. Bilaspur
219. Bhilai
220. Gobardwahi
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. Raipur
241. Nandharpur
242. Bombay (Carnac Bridge)
243. Bandra Marshalling Yard
244. Surat
245. Asarav Jn. (BG & MG)
246. Ankleshwar (BG)
247. Vadodara
248. Bharuch
249. Chhota Udaipur
250. Pratapnagar
251. Anand
252. Bhilwara
253. Ratlam Jn. (BG & MG)
254. Indore (MG)
255. Ujjain
256. Jaipur Jn.
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. Khamhat
269. Viramgam

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

DR. (SHRIMATI) NAJMA HEFTULLA: Sir, I have got the statement. It is a very long list; about 304 weigh bridges have been mentioned in it. May I ask the hon. Railway Minister to tell us how many of them are in working condition, specially in the area where loading and unloading of coal is taking place?

SHRI A. B. A. GHANI KHAN CHOUDHURY: It is presumed that most of them are working and how many of them are not working. But we have a provision for replacement of weigh bridges. Wherever there is a constant complaint of its being non-operational the railways have taken a policy decision that the old weigh bridges should be replaced by electric

atic weigh bridges and not by mechanical 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 going to replace the mechanical weigh bridges with electronic weigh bridges. My specific question is regarding the loading and unloading of coal, because there is a lot of mishandling of coal at 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 want to take the time of the House reading the report but it says that a lot of coal is pilfered or theft of coal is taking place at the places of loading and unloading of coal—the railway stations, the sidings, wherever coal is stocked. Has the honourable Railway Minister any information whether there has been a demand from those places for replacement of the mechanical weigh bridges by electronic weigh bridges?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Weigh bridges have been provided by the railway at major stations in accordance with the nature and volume of traffic handled by them. I have given the names of those stations. There are complaints in respect of coal from the consignees that they are not getting what they should get. What is the actual practice? The actual practice in the case of bagged consignments of standard weight is that the weight of the consignment can be ascertained by just weighing a few bags on a weighing scale and computing the entire consignment on that basis. This is what is normally done. But if *bonafide* intentions lack, then this practice may create doubts and misgivings in which case weigh bridges seem to be very necessary at all stations that is at the regular loading stations, not at every station because otherwise it will be very costly and also unnecessary. Both the railways as well as the con-

signees must insist that the infrastructure 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 is a limit in each wagon and it is loaded up to that. Then we presume that loading is done up to the capacity of the particular wagon. That is how normally loading is done. But where there is a weigh bridge obviously the weigh bridge operates and there is no complaint. But I do agree 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 each 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 that 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 Mogulsarai they used to weigh each wagon 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 weightment 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 sometimes 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 ~~ten~~ 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 47 or 48 tonnes instead of 57 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 Railways what can be done? You see, there are two parties and one party is loading 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 services. 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 PRAVATHANENI 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 and 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:** Will 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 Act, 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