

test, am I to understand that it was a *mtv* equipment which had been in-rented and it had not been tried out elsewhere? If it was already an old equipment, which would have been tested in foreign countries, where was the need for the Agence France Presse to bring the equipment for test in India?

SHRI B. BHAGAVATI: India is a tropical country. So, they thought it fit to bring it here for test under tropical conditions. It is similar to the equipment that is in use in this country. The equipment in use in this country is known as the Westrex equipment. And the same performance had been given by this equipment brought from France.

SHRI A. M. TARIQ: I would like to know from the Minister, who tested this equipment, whether they arranged with some private concern or they took the help of the Ministry of Transport and Communications for testing Itois equipment. What happened to the equipment after the test was done, whether it was sent back to the country of origin or it went to Nepal? If the Minister is not able to give a reply, can he make enquiries as to what happened to this equipment after test in India?

SHRI JAGJIVAN RAM: I could not jet the question.

SHRI A. M. TARIQ: My question is this. Who took this equipment for testing, whether it was done privately or with the help of the engineers of the Government of India? What happened to this equipment after testing, whether it was sent back to the country from which it came or whether it is a fact that it was sent to Nepal? Has the Government made any enquiry about it?

SHRI JAGJIVAN RAM: The hon. Member has not followed the reply given by the Deputy Minister.

SHRI A. M. TARIQ: That was my fault.

SHRI JAGJIVAN RAM: It has been tested both by the Department and the Agence. The equipment is already in Bombay. It has not been re-exported either to the country of origin or to any other country. And if it has to be re-exported to any country, it will be sent back only to the country of origin and nowhere else.

MR. CHAIRMAN: Yes. Mr. Arora.

SHRI ARJUN ARORA: He has replied to the question which I wanted to put.

\*123. [The questioner (Shri Bairagi Dwivedi) was absent. For answer, vide col. 1156 infra.]

#### **SUPPLY OF WAGONS TO SWASTIK GLASS WORKS, CHANDA**

\*124. SHRI B. D. KHOBARAGADE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is extremely short supply of wagons to Swastik Glass Works, Chanda in Vidarbha;

(b) whether it is a fact that this factory has to close down due to accumulated stocks rendering its employees jobless; and

(c) If so, what steps Government propose to take to supply wagons in adequate number?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY): (a) No, Sir.

(b) Does not arise.

(c) Supply of wagons according to priority and date of registration will continue to be made as is being done for other consignors. In addition, *ad hoc* assistance is given whenever it is necessary and if it is feasible to do so at that time.

SHRI B. D. KHOBARAGADE: The hon. Minister has replied to part (a) of the question—"No, Sir." That is, that there has been no short supply of wagons. May I know whether the hon. Minister is aware that since the last six months a sufficient number of wagons has not been provided and, therefore, huge stacks have accumulated and the factory has closed down now. Then how can the hon. Minister say that there has been sufficient and adequate supply of wagons? If the factory had to close down because of shortage of wagons, what steps does the hon. Minister propose to take to supply the wagons?

SHRI S. V. RAMASWAMY: The answer 'No' to part (b) of the question is based upon the statistics before me. From the month of October, 1961 to March, 1962, 153 wagons were loaded. In the corresponding period in 1962-63, 133 wagons were loaded. At the end of February, there was only an outstanding of seven wagons and now even that has been cleared. There *is* no outstanding at all.

SHRI B. D. KHOBARAGADE: The hon. Minister has said that there were indents outstanding only for seven wagons. May I know whether that factory is allowed to place indents only in a restricted manner? Has the hon. Minister found out what is the amount of stock that stands to be cleared from Chanda Railway Station?

SHRI S. V. RAMASWAMY: There can be no supply of wagons without restriction. The point is this.

SHRI B. D. KHOBARAGADE: Indents.

SHRI S. V. RAMASWAMY: The quota *via* Vijayawada from the Central Railway is 400 wagons. Of this, 130 wagons per day are for coal. The rest of 270 wagons are available to the divisions north of Vijayawada on the Central Railway. This has got to be distributed to the other various places for other commodities. That company asked for a regular quota of

one wagon per day which we could not oblige. All that we could say was, "We could assist you if there is any necessity". And if we agreed to the allotment of one wagon per day to them, it would amount to preferential treatment which we cannot agree to.

SHRI B. D. KHOBARAGADE: The hon. Minister has referred to the transport of other commodities. He has not categorically stated about the requirements of the factory. May I know whether it is really a fact that huge stocks have been accumulated and the factory has to close down? Let the hon. Minister ascertain all those facts and if the factory had to close down really due to the shortage of wagons, is it not desirable that the Railway Minister takes necessary action in this respect and provide the necessary wagons so that the factory can reopen? If so, what steps does the hon. Minister propose to take to provide the necessary wagons and allow the management to reopen the factory and give employment to the hundreds of workers there?

SHRI S. V. RAMASWAMY: The factory was to reopen on the 27th of this month. Now my friend says about outstanding registrations. And this is the position. At the end of October, 1962, there were only \* wagons; end of November, 1962—4 wagons; end of December—5 wagons; end of January—5 wagons; end of February—7 wagons; end of March—6 wagons. These are not very large numbers and obviously the closure of the factory is not due to this shortage of wagons,—it cannot be on this account.

\*125. [*The questioner (Dttuan Chaman Lal) was absent. For answer vide cols. 1156-57 infra.*]

#### DRY DOCK AT HINDUSTAN SHIPYARD

\*126. SHRIMATI SEETA YUDHVIR: Will the Minister of TRANSPORT AND COMMUNICATIONS be pleased to state: