

11.38 hrs.

BUSINESS OF THE HOUSE—Contd.

श्री रवि राय (पुरी) : मैं प्रक्रिया के बारे में एक क्लेरिफिकेशन चाहता हूँ। जो आपका बिजनेस है उसमें 193 के अन्तर्गत दो विषय दिखाये गए हैं। एक तो उत्तर प्रदेश के शिक्षकों के बारे में और दूसरा विद्यार्थियों के बारे में है। आर्डर पेपर में इनको कब लिया जाएगा, इसका कोई संकेत नहीं दिया गया है। मेरा कहना यह है कि आप दो बजे इसको शुरू करें तभी छः बजे यह खत्म होगा। मैं चाहता हूँ कि आप आश्वासन दें कि आप दो बजे इसको ले लेंगे।

MR. DEPUTY-SPEAKER : It will be two hours and two hours respectively. If strictly followed, they must be concluded.

श्री प्रकाशबीर शास्त्री (हापुड़) : तरीका क्या रहेगा? दो घंटे तो हिन्दू विश्वविद्यालय के लिए हैं और दो ही घंटे अध्यापकों के सम्बन्ध में रखे गए हैं। ये दोनों विषय साथ साथ चलेंगे या पहले हिन्दू विश्वविद्यालय पर बहस होगी? उस पर बहस खत्म होने के बाद फिर दूसरे विषय को लिया जाएगा?

MR. DEPUTY-SPEAKER : The demand was for a separate discussion on the teachers' question and a separate discussion on the Banaras Hindu University and the students unrest. They would be separate. I want to finish this before lunch-hour.

11.39 hrs.

***DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1968-69**

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : Sir, in introducing the supplementary demands for the year 1968-69, I would like to explain that

these are all token demands presented to Parliament to obtain their approval for certain sanctions that have been given for some new services, namely, new service and new works, during the course of the year. These sanctions were given after the last session of Parliament. Keeping in view the recommendations of the Public Accounts Committee, we have only asked for token provisions and after the fuller picture is made available, if necessary, we will come forward for other supplementary demands for grants in the course of the year.

With these words, I commend the supplementary demands to the acceptance of the House.

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

MR. DEPUTY-SPEAKER : Motion moved :

“That a supplementary sum not exceeding Rs. 4,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969 in respect of ‘Miscellaneous Expenditure’.”

DEMAND No. 14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

MR. DEPUTY-SPEAKER : Motion moved :

“That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of ‘Construction of New Lines—Capital and Depreciation Reserve Fund’.”

DEMAND No. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

MR. DEPUTY-SPEAKER : Motion moved.

“That a supplementary sum not exceeding Rs. 3,000 be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

There are a number of out motions.

SHRI BENI SHANKER SHARA (Banka) : Sir, I beg to move:—

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[*Failure to extend the Bhagalpur-mandar Hill Branch line to Jaisidh or Deoghar via Dumka (11).*]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[*Failure to extend the Bhagalpur-Mandar Hill Branch to Bank (12).*]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[*Failure to construct a flag station in front of Dacca-more on Bhagalpur-Mandar Hill Branch (13).*]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[*Failure to construct circular railway around Calcutta. (14).*]

SHRI J. MOHAMED IMAM : (Chitradurga) : Sir, I beg to move:—

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation

Reserve Fund be reduced by Rs. 100/-."

[*Failure to extend the Chikijajur-Chitradurg Railway line to connect Hospet- Yeswanthnagar railway link (15).*]

SHRI P. VISWAMBHARAN (Trivandrum) : Sir, I beg to move:—

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-"

[*Failure to construct Railway line from Trivandrum to Kanyakumari (18).*]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,000/- in respect of Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100/-."

[*Need to convert the Ernakulam-Quilon metre-gauge line into broad-gauge (20).*]

SHRI C. C. DESAI (Sabarkantha) : Sir, I beg to move:—

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[*Failure in constructing a Railway line so as to connect Modass with Kapadvanj on one side and Titoi on the other side in Sabarkantha District in Gujarat (19).*]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,000/- in respect of Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100/-."

[*Failure to provide an over-bridge just outside Himatnagar station on the main broad-gauge line from Ahmedabad to Himatnagar (21).*]

SHRI LOBO PRABHU (Udipi) : Sir, I beg to move:—

"That the demand for a supplementary grant of a sum not exceeding Rs. 4,000/- in respect of Miscellaneous

Expenditure be reduced by Rs. 100/-."

[Shri Lobo Prabhu]

[Government's commitment to an expenditure of Rs. 13.5 lakhs and Rs. 9.5 lakhs for surveys on an emergency basis when many completed surveys are not sanctioned and secondly the proposals are not related to the general scheme for conversion to broad-gauge or to electrification. (22).]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,000/- in respect of construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100/-."

[Government's commitment to an expenditure of Rs. 86 lakhs, which could have been foreseen at the time of budget and can wait for the next budget (23).]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 3,000/- in respect of Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100/-"

[Two items of expenditure of Rs. 32 lakhs and Rs. 86.26 lakhs and the re-appropriation for five new services of more than Rs. 10 lakhs mentioned in the original should have been included in Annexure Budget (28).]

MR. DEPUTY-SPEAKER : The cut motions are also before the House.

श्री वेणोरांकर शर्मा (बांका) :

उपाध्यक्ष महोदय, मेरे क्षेत्र, बांका सब-डिविजन के भीतर से जो भागलपुर-मन्दार हिल ब्रांच-लाइन जाती है, मेरी कट-मोशनज केवल उसके सम्बन्ध में है। बांका क्षेत्र बिहार का एक बहुत ही पिछड़ा हुआ क्षेत्र है। उसके बाद सन्थाल-परगना पड़ता है, जो उससे भी पिछड़ा हुआ है। जहाँ तक मुझे स्मरण है, जब हम लोग स्कूल में अध्ययन करते थे, उस समय से सन्थाल-परगना को रेलों से जोड़ने की बात चली आ रही है। पचास वर्षों तक इस सम्बन्ध में मांग किये जाने के बावजूद सन्थाल-परगना अभी तक रेल से बिल्कुल ही अलग है। उस क्षेत्र में कोई भी रेलवे स्टेशन ऐसा

नहीं है, जो चालिस मील से अधिक दूर न हो। सरकार की ओर से बराबर यह दावा किया जाता है कि वह ट्राइबल और पिछड़ी हुई जातियों के उत्थान के लिए बहुत कुछ कार्य कर रही है, लेकिन सन्थाल-परगना में जो सन्थाल बसे हुए हैं, उनके लिए अभी तक कुछ नहीं किया गया है।

अगर यह लाइन मन्दार हिल से आगे बढ़ा कर टुमका होती हुई मेन लाइन में जसीडीह या देवघर किसी स्थान पर मिला दी जाये, तो उस क्षेत्र की एक बहुत बड़ी कमी पूरा हो जायेगी।

उपाध्यक्ष महोदय, साहबगंज लूप-लाइन को डबल लाइन बनाने की बात चल रही है। यह लूप लाइन फरक्का बांध की वजह से बरहरवा तक तो करीब-करीब डबल बन गई है और उसको आगे बढ़ाने का विचार है। मेरा सुझाव है कि वहाँ से उस लाइन को डबल न कर के उसके स्थान पर भागलपुर-मन्दार हिल ब्रांच लाइन को बढ़ा दिया जाए। इससे डबल लाइन का काम तो चलेगा ही, साथ-साथ उस क्षेत्र का भी विकास होगा। जैसा कि मैंने पहले भी राज्य मंत्री, श्री परिमल घोष, को कहा है, इससे रेलवे के खर्च में भी काफी बचत होगी।

दिल्ली से बिहार जाने वाली एकमात्र गाड़ी, अप्पर इंडिया एक्सप्रेस, की अवस्था वर्णनातीत है। यद्यपि वह गाड़ी दिल्ली से हावड़ा तक जाती है, परन्तु पटना से वाया साहबगंज लूप-वर्दवान तक यही एक एक्सप्रेस गाड़ी है। उस गाड़ी में कभी भी लाइट नहीं मिलती है, हमेशा अन्धेरा रहता है। जब स्टेशनों पर गाड़ी पहुँचती है, तो गाड़ी में रोशनी का प्रबन्ध होता है और न पानी का। फर्स्ट क्लास के डिब्बों में पंखे हैं, लेकिन उनसे कोई हवा नहीं आती है। सरकार द्वारा तीसरी श्रेणी के यात्रियों को सुविधाएँ देने के सम्बन्ध में बहुत लम्बी-लम्बी बातों की

जाती हैं, लेकिन उन डिब्बों में जो पंखे लगाये गए हैं, उनसे हवा बिल्कुल नहीं आती। इसी प्रकार फर्स्ट क्लास और सैकंड क्लास के डिब्बों में भी हवा और रोशनी नहीं है और सैनीटेशन की हालत तो और भी गई बीती है।

बिहार में से जो गाड़ियां गुजरती हैं, उनमें चोरी, डकैती और मार-काट की घटनायें बहुत बढ़ गई हैं। वरीमी के इलाके में तो दिन-दहाड़े ट्रेनों में डाके पड़ते हैं। जब यह प्रश्न यहां उठाया गया, तो सरकार की ओर से कहा गया कि यह स्टेट सन्जेक्ट है। मैं निवेदन करना चाहता हूँ कि जब रेल में डाके पड़ते हैं और रेलों को लूटा जाता है, तो रेलवे अधिकारियों का यह कर्त्तव्य है कि वे राज्य सरकार के अधिकारियों के साथ मिल कर यात्रियों की सुरक्षा का उचित प्रबन्ध करें।

MR. DEPUTY-SPEAKER : I would like to point out to hon. Members that this is not an occasion for a general debate on railways. They should refer only to this particular grant and the financial aspect. Of course, in passing they can refer to other items but specific attention must be drawn only to the financial aspect. I will not allow any discussion beyond that.

श्री बेणो शंकर शर्मा : जहां तक आर्थिक समस्या का सम्बन्ध है, हमें बताया गया है कि बहुत सी ब्रांच-लाइनें बन्द कर दी जायेंगी, क्योंकि उनमें बहुत घाटा होता है। मैं दावे के साथ कह सकता हूँ कि उन ब्रांच-लाइनों में दरअसल घाटा नहीं होता। रेलवे अधिकारियों की अकर्मण्यता और उनकी साजिश से उन लाइनों में टिकटलेस ट्रेविलिंग बहुत ज्यादा होती है जो घाटे की खास वजह है। रेलवे विभाग ने अभी तक ऐसी कोई व्यवस्था नहीं की है कि सब लोग टिकट लेकर ही यात्रा कर सकें। अगर उन ब्रांच-लाइनों में टिकटलेस ट्रेविलिंग न हो और सब लोग टिकट लेकर सफर करें, तो मैं नहीं समझता कि

रेलवे को किसी भी प्रकार से घाटा हो सकता है।

श्री विश्वनाथ राय (देवरिया) : उपाध्यक्ष महोदय, रेलवे की आय में जो कमी हो रही है, उसका एक कारण यह भी है कि रेलवे की कार्य-क्षमता में कुछ त्रुटियां होने से उस के स्थान पर सड़क यातायात के साधनों का ज्यादा प्रयोग हो रहा है। स्वयं रेलवे विभाग की ओर से भी पहले यह विचार प्रकट किया गया है कि सड़क यातायात की प्रतिद्वन्दिता के कारण रेलवेज की आय में कमी हो रही है। जब रेलवे विभाग स्वयं इस बात को मानता है, तो उसकी कार्यकुशलता में जो कमी है, उसको दूर करके वह अपनी आय को बढ़ा सकता है।

रेलवे की आय बढ़ाने के लिए यह भी आवश्यक है कि देश में इस समय ब्राडगेज, मीटरगेज और नैरोगेज जो तीन प्रकार की रेलवे हैं; उनमें एकरूपता लाने की कोशिश की जाए, ताकि माल आसानी से एक जगह से दूसरी जगह पहुंच सके और इस प्रकार माल भेजने वालों को रेलवे का प्रयोग करने में प्रोत्साहन मिले।

मैं सुझाव देना चाहता हूँ—और संभवतः रेलवे विभाग इस बारे में विचार भी कर रहा है—कि जहां तक हो सके, मीटरगेज को ब्राडगेज में परिवर्तित किया जाये और पूर्वी भारत तथा दक्षिणी भारत से ब्राडगेज को बढ़ाकर उत्तरी सीमा तक ले जाया जाये। रेलवे विभाग बनारस से भदनी और गोरखपुर होते हुए बाराबंकी तक और बरेली से काठगोदाम तक ब्राडगेज लाइन ले जाने के बारे में विचार कर रहा है। यदि ऐसा कर दिया गया, तो न केवल रक्षा सम्बन्धी सामग्री पहुंचाने में सहायता मिलेगी, बल्कि रेलवे की आय में भी वृद्धि होगी।

जहां रेलवे विभाग अपनी आय की तरफ ध्यान देता है, वहां उसे जनता के हितों का

[श्री विश्वनाथ राय]

भी ह्याल कर । चाहिए । भटनी जंक्शन स्टेशन के पास पांच सात गांवों को उजाड़ने के लिए रेलवे विभाग द्वारा तैयारियों की जा रही हैं । उन गांवों को उजाड़ने से उनका अस्तित्व ही खत्म हो जायगा । पहले भी उनकी भूमि ली जा चुकी है । मैं पहले इस सम्बन्ध में कुछ इशारा कर चुका हूँ । उस रेलवे लाइन को मंटर गेज से ब्राडगेज करनी है तो जैसा थोड़ा सा कर्व पड़ता है उस कर्व को कायम रखते हुए भी उस लाइन को ब्राड गेज बना सकते हैं । उनकी बनावट में किसी प्रकार की कमी नहीं होगी और वह गांव भी बच सकते हैं । इसलिए मेरा अनुरोध है कि जहां अपनी आर्य की चिन्ता करते हैं वहां उन गांवों को ही समाप्त करने की कोशिश न करें जो लाइन के आर-पार पड़ते हैं । यह लाइन जिस तरह कर्व में चल रही है उसी प्रकार ब्राडगेज बनाए जाने पर भी चल सकता है ।

अन्त में यह मैं अवश्य कहूंगा कि दिन प्रति दिन सड़क का यातायात बढ़ेगा और इन की कार्य-कुशलता नहीं बढ़ी और नेरोगेज को ब्राडगेज में परिवर्तित करने का प्रयत्न नहीं किया गया तो रेलवे की हानि होती जायगी ।

SHRI J. MOHAMED IMAM (Chitradurga) : Sir, the Minister of Railways is seeking the approval of this House for a sum of Rs. 8,000 as a Supplementary Grant. It is, no doubt, true that it is a token provision but it may turn out to be something which may go deeper and deeper into our exchequer because the new schemes that are contemplated or are proposed to be taken up, each one of them, will involve, I think, more than a crore of rupees.

He has proposed three schemes : one is the conversion into broad gauge the line from Bongaigaon to Gauhati; the other is the construction of a single line to Farakka and the third is the replacement of the overhead electric line by underground lines. Each of these schemes is very costly. I do

not minimise the importance of these schemes, but I would urge that all those assurances that were given by the Railway Minister regarding taking up of new schemes—I have been urging for them for a long time—ought to have been implemented first and then these schemes ought to have been taken up. Now they propose to have an engineering cum-traffic survey of this work; they do not want to commit this House to these schemes by way of providing these token grants.

Sir, railways play an important role in the development of the country. The railways claim that they have provided nearly 4,000 miles of new lines in the country. An analysis of these new lines shows that almost all these lines are concentrated in the northern area of the country. Very few of the new lines have been undertaken in the south. I must say that the south, particularly the State of Mysore, is very sadly and badly neglected.

SHRI NAMBIAR (Tiruchirapalli) : you are the railway minister from Mysore.

SHRI J. MOHAMED IMAM : That is the difficulty.

SHRI C. C. DESAI : That was before 1947.

SHRI J. MOHAMED IMAM : I know it personally that when the Mysore Railways were owned by the old government, they had a number of schemes and had the finances ready. But when the question of integration came and when Shri V. T. Krishnamachari, the then Vice-President of the Planning Commission, approached the then Mysore Government for integration of the Mysore Railway with the Central Railway, he gave a positive assurance that all those schemes that were undertaken by the Mysore Government and all their obligations and promises to the people would be fulfilled and carried through. But as soon as the railway was integrated, I find that the Planning Commission, the Government of India and everyone has discarded the promises; They have cast aside their obligation and the State of Mysore which was once a progressive State is now in the same state as it was before.

Not an inch of new line has been added. You may say that the Mangalore-Hasan line has been taken up, but it is proceeding at a snail's pace.

We are not even left in peace with the existing lines. The Minister of Railways has threaten to dismantle all those lines that are supposed to be unremunerative. It is true that some lines are unremunerative but the remedy does not lie in their dismantling them. The remedy lies elsewhere. You must examine why all those lines are unremunerative. There are various causes for it which have to be removed.

I may give you one example. The line from Chikjajur to Chitradurg is only about 20 miles. It is a loop line which ends blindly.

It is true it may not be paying. This was constructed by the old Mysore Government with a view to extend it and connect it with Bezwada-Hubli line. There was a phased programme. Shri V. T. Krishnamachari had promised to extend it.

There is another loop line from Hospet to Yaswantnagar which is only 20 or 25 miles and the intermediary distance is only 50 to 60 miles. I submit, if these two lines are connected, it must become paying because this track will run through an important area which exports every year more than 2000 tonnes of manganese ore and it will connect two district headquarters. More than that, this line will connect two important lines, the one is Bangalore-Poona line and the other is Bezwada-Hubli line. So, this line is bound to be remunerative.

Similarly, there are other lines which are proposed to be dismantled. There is the Talgopa line. The idea was to extend it to Bhatkal. There is another line Chamrajnagar which should be extended to Satya-Mangal. All these schemes were ready with the old Mysore Government. I was the Minister of Railways at that time. We had all the funds and everything was ready. The only obstacle was that the then Companies refused permission. The Government of India took over all our stocks, finances and buildings with the assurance that they will honour the schemes and pursue them. Now, they have committed a breach of faith.

The hon. Railway Minister Shri C. M. Poonacha—he is not here—comes from Mysore, as was pointed out. I have great respect for his integrity and honesty. He is a man who wants to serve the country. I know him well. He knows the area very well. The only difficulty is that, if he takes up these schemes, he will be called as parochial or partial. I want him to follow the example of the then Railway Minister, Shri Jagiivan Ram. When he was the Railway Minister, most of the schemes were given to Bihar on the plea that these lines were necessary to serve the coal-bearing area the doubling of the track, the electrification of the railways, etc., all these things, were concentrated in that area. There is nothing parochial about it. In fact, the hon. Railway Minister owes some obligation to the State of Mysore. I would request him to tour the State and see these unremunerative lines, how they are working, what are the lacuna, why they are not remunerative and all that. He must do that. I would request him to have an intensive tour of the State and see the things for himself and, hope, the old-commitments made by the Government of India will be honoured.

MR. DEPUTY-SPEAKER : Now, before I call another Member, I would like to say that this is not a general debate. The scope is limited. You can ventilate your grievances for 2 or 3 minutes each. I do not mind that. There is a limitation.

SHRI NAMBIAR : When the trains run, there will be a little bit of oscillation. Without oscillation, the trains cannot run.

MR. DEPUTY-SPEAKER : But the debate is derailed. That is the difficulty. Shri Basumatari.

SHRI BASUMATARI (Kokrajhar) : Mr. Deputy-Speaker, Sir, while supporting the demands made by the hon. Railway Minister, I have some observations to make.

12.00 hrs.

You know that the State of Assam is very backward though the State is very rich in resources. We could not develop this area for want of transport facilities. In the British times, the Assam State was

[Shri Basmatari]

neglected and we are grateful to the Government of India that they have improved the communications and that too at the time of Emergency.

We are very grateful to the late Prime Minister who awarded the broad gauge line from Calcutta to Bongaigaon. Now the broad gauge line has been extended to Jogighopa and there it has been stopped because it cannot be taken up further unless a bridge is constructed over Brahmaputra. They say that constructing a bridge will involve a huge amount and, therefore, it cannot be done. Unless that is done, this broad gauge line is useless. My suggestion, which is very small and simple, is this. If there are no funds to construct a bridge at Jogighopa over Brahmaputra, the broad gauge line could be extended from Jogighopa to Gauhati. I would request the hon. Minister to take note of this suggestion.

Another point which is also a very simple one, is this. Kokrajhar is a subdivision, but the Station has not been improved. I would request both the Ministers to see that this Station is upgraded.

There is a dining car from Barauni to Assam in the Assam Mail. We are grateful that the Assam Mail has been linked from Delhi, but there is no dining car from Delhi. I would request the hon. Minister to see that a dining car is attached.

The broad gauge line, which I referred, to, is useless unless it is connected with the other line beyond Katihar. There is a broad gauge line from Calcutta to Bongaigaon. But there is no link between this broad gauge line and the broad gauge line from Delhi to Barauni. Both these lines have to be linked at a suitable place. I do not know which place will be suitable. I would request the hon. Minister to see that these two broad gauge lines are linked by a small line.

These are my small suggestions. You are not allowing me much time; I have many more things to say, but since there is no time, I conclude here.

SHRI LOBO PRABHU (Udipi) : I am going to confine myself, as you advised, strictly to the financial aspects of the Bill. I am glad that one of these aspects has already been raised by my learned friend, the ex-Minister of Railways of Mysore. Through the subterfuge of token grants, this Ministry is taking financial sanction for schemes costing lakhs and crores of rupees. It is not fair to describe a line as costing Rs. 1,000 or Rs. 4,000 when the expenditure involved in one case is Rs. 13 lakhs and in the other, Rs. 9 lakhs. It would be better that advantage is not taken of this particular *obiter dictum* of the Public Accounts Committee that token grants should be taken.

It will also be better that these reappropriations which the Ministry is making out of the existing funds are not made because these reappropriations do not permit of a proper consideration of these things. There are six reappropriations being made. What does this imply? In the first place, it implies that they did not correctly forecast their expenditure, that they have such a balance, almost a crore of rupees, which they are now free to utilise for schemes of their choice. Again, though they are relying on the Public Accounts Committee's *obiter dictum*, I think, it is not fair to the House or to the country that such backdoor methods should be tried. It is better that they come forward with these proposals at the time of presentation of the main Budget.

Now I am taking the individual items. I feel that this supplementary budget proceeds in a wasteful way. The first item proposed is two surveys, one costing Rs. 13.5 lakhs and the other Rs. 9.5 lakhs. I have tried to investigate the history of these surveys since 1947.

The information as given to me by the Railway board is that not even 35% of the surveys made since 1947 have been sanctioned or implemented. We have got to consider what this means generally and what it means specifically in respect of the surveys made during the last three years. It has been mentioned in this Demand that Rs. 13 lakhs and Rs. 9 lakhs have been spent on staff which serves no concrete

purpose at all. If that amount had been spent on putting up stations or doubling of the track, it would have been spent wisely, but all these are spent only on staff. I have asked for precise details of all the surveys and I am told that that would be available to me only in ten days' time. And I will take it up at some future date.

Here and now we may consider the information available of the surveys made during the last 3 years. In respect of the BBK Railway, there is the Badrachalam-Dantewara survey costing Rs. 15 lakhs which is being postponed because development of the area is awaited. What then is the justification for this? If you are not sure of the development why do you undertake surveys costing Rs. 15 lakhs.

I am not going into the details of all the surveys, but I would like to mention that there are five surveys in the BBK railway which have not been sanctioned. There are five surveys made during the last three years, Not one of them has been taken up.

Then, coming to the eastern line there are four surveys made, out of which one has been sanctioned and another is going to be sanctioned shortly and two more are there for which sanction is in progress and the Planning Commission has to take a decision in the matter. I want to ask them, why you should have not even one survey made actually implemented during the last three years.

Then, I come to the Northern line. I am very glad to see that one line has been completed, the Pokaran-Jaisalmer line. For that I congratulate the hon. Minister on this achievement.

On the Southern line, we have the report of three surveys. None of which has been implemented. The line from Karur to Madurai costing three crores or more, is still pending survey.

Now, I come to the South-eastern, Western line. There are five projects there. I am glad to say that the Cuttack-Paradeep line costing Rs. 23 lakhs has been sanctioned. When it is going to be implemented is not clear because there is no information available of the progress.

In view of all these defaults, is the hon. Minister justified in asking this House to sanction token Grants of a few thousands and ultimate expenditure which will be more than Rs. 2 crores ?

The next token grant is in respect of Rs. 86 lakhs regarding the bridge over Farrakka. The bridge may be necessary but I do not know why this had not dawned on the Government before in the general or supplementary budget. We had supplementary budget three months ago and general budget 6 months ago. This is not a thing which has suddenly appeared on the horizon of the Railway ministry. It properly belongs to the general budget. It could have come in the last supplementary budget. It need not come now just before 2 months of the general budget. Even this survey will not be completed because the cost of the bridge super-structure has not been provided for.

My third point relates to open-line works and Reappropriations. I have spoken about these reappropriations in a general way. I request the Railway Ministry not to treat this supplementary budget as a back door method for disposal of permanent projects costing much larger sums than is shown in the token Grants. Everything has time and place but the Railway seems to choose its own. I would request the Minister, who is smiling and always willing to oblige, to withdraw this supplementary budget and wait for the next general budget.

SHRI CHENGALRAYA NAIDU (Chittoor) : I would only like to bring to the notice of the hon. Minister how the railways are going to waste several lakhs of rupees on the laying of lines which will not be so very useful. They have laid a line from Bailadilla to Visakhapatnam for the export of iron ore to Japan, at a cost of Rs. 55 to 60 crores. These lines run through the ghat sections. There is no other traffic there, either passenger or goods. If iron ore in our country is not going to be exported to Japan, this line will become useless, because it is not going to serve any other traffic in that area. There are no villages and no towns. So, this line will not serve any useful purpose. When we start steel factories in our country or we start blast furnaces in our own

(Shri Chengalraya Naidu)

country we are not going to export iron ore to Japan. When that is the case, I do not know why Government have spent so much money on this line. For the present I am not opposing the laying of the line. They have come forward with another scheme, because they want to increase the quantum of iron ore export from Bailadilla to Japan via Visakhapatnam. For this purpose, they have also thought of electrifying the line at a cost of Rs. 25 crores. When they electrify the line at a cost of Rs. 25 crores, again when we stop the iron ore export, the entire thing will be waste. In order to avoid this wastage of public money—it is not the Minister's money or somebody else's money, but it is public money—would like to suggest an alternative route.

SHRI NAMBIAR : Changing of the route so that it may go through his constituency.

SHRI CHENGALRAYA NAIDU : The Andhra Pradesh Government have suggested an alternative route from Bailadilla to Kovur and Bhadrachalam. If this line is laid, it will pass through the Dandakaranya forest. There is a scheme with Government to improve the Dandakaranya area. If this route from Bhadrachalam to Kovur is formed, it would also help the tribal people who are living in those areas. Government talk so much about the welfare of tribal people, and if they form this line, the tribal people in those areas will be benefited. In fact, the railways will also get additional income. They can have goods traffic and also passenger traffic in those areas, and even if the iron ore export is stopped, Government will not lose anything, and the railways will be getting a lot income and the interior areas also will be developed. Instead of spending Rs. 25 crores on electrification of this railway line, they can lay this line and thereby help the development of the tribal areas and also assure themselves of a permanent income even if the export of iron ore were to stop later on.

There is a lot of coal produced in the Kothagudem coal mines. This coal has to be transported to other areas, and that could be easily done if this new line is laid,

and that will be an additional income for the railway. If the railway are not going to do this, and the development of these areas is not going to be made and the hon. Minister is not going to take into consideration the laying of this alternative railway line, the people of Andhra Pradesh and the Government of Andhra Pradesh will definitely resent it.

I would also like to mention that in the Bandal-Kathua section on the Eastern Railway, there is very heavy traffic. Government have not yet thought of electrifying this line. If it is going to take a long time to electrify it, at least the Railway Minister should have thought of introducing a diesel train on this line. The hon. Minister himself comes from that area, but has not ever thought of doing something for that area. I would request him to see reason and attend to the two points which I have made. The wastage of Rs. 25 crores on the electrification of the Bailadilla line could be diverted for the development of the area between Kovur and Bhadrachalam. I would ask the hon. Minister to lay the alternative railway line that I have suggested and stop this wastage of Rs. 25 crores.

SHRI NAMBIAR (Tiruchirappalli) : I welcome the supplementary demands for grants asked for by the hon. Minister, because he has initiated certain surveys for new lines. I would request him to take up the question of the Kanyakumari line. It is already long overdue. A survey had already been made. I would request him to see that something is done in that regard and that line is constructed soon. A large number of pilgrims, sight-seers and tourists to that part are made to suffer a lot because of the absence of the railway line. Let the hon. Minister apply his mind to this problem.

I would also like to bring to his notice the situation that has arisen after the recent strike and so on. The cordial relations which should be there with the railwaymen are not there, with the result that the efficient running of the railways is almost being jeopardised. I would like to give him some suggestions to see that the railways are again put in proper mettle. For instance, about a thousand railwaymen

have been discharged from service immediately after the strike; 4500 cases are pending in the court and 4000 railway men are under suspension. About 10000/- men are now out of job, and this has created so much resentment amongst the 14 lakhs railway men who are in service because the cordial atmosphere which should be there and the atmosphere of mutual co-operation which should be there has been wanting. Let the hon. Minister create normalcy so that the railways may work once again in an efficient manner and accidents may be averted.

The hon. Minister was very good when he dealt with the firemen's agitation. After the agitation on the Southern Railway, there was another agitation at Sealdah, in his own area, where the loco-running staff had gone on a little bit of work-to-rule or something of that kind which has ended in a sort of paralysis of that railway. I understand that he has written a letter to one of the Members of Parliament saying that there will be no victimisation, but I learn that in Sealdah division, the services of about 450 running staff have been broken; charge-sheets have been given in 51 cases, and some are under suspension and some dismissal orders have also been issued. This has created bitter feelings in that area from which the hon. Minister himself comes. I would request him to look into the matter and see that normalcy is restored.

I would also like to point out that the bearers in the dining cars in the Grand Trunk Express and other trains are not given winter uniform. Class III staff have been given such uniform but class IV staff. In this biting cold of winter, the bearers have to carry foodstuffs to the carriages in the night, and they find it very difficult. Perhaps, the hon. Minister may not be aware of it because in Calcutta he may not feel so much cold. In this House also we do not feel cold because it is heated. But those bearers are suffering because of the lack of winter uniform. I shall be thankful if the hon. Minister would look into it. I know that he is kind to the railwaymen. I would request him to apply his mind to this matter. These papers do not normally reach him because the Railway Board stops the papers at a

certain level. So, I would request him to call for the papers and see that winter uniform is supplied to the bearers also.

One more point. There was a promise already given that there would be a daily train between Bombay-Cochin. South Indians living in Bombay would like to have it introduced as early as possible. I would request the Minister to expedite it.

One small point concerning my area. We wanted the West Coast Express to stop at Tiruppur. The Railway Administration resist it by saying that if one stop at one place is added, ten other people will be asking for other stops, and the train schedule would be upset. I would like the Railway Minister to apply his mind to it and arrange for a stop there as Tirupur is an important station.

श्री प्रेम चंद वर्मा (हमीरपुर): उपाध्यक्ष महोदय, सप्लीमेंटरी डिमान्ड्स जो कि सदन के सामने पेश हैं, मैं समझता हूँ किसी भी अच्छे काम के लिए पैसा खर्च करने पर हाउस एतराज नहीं करता है और न ही जनता ही एतराज करती है लेकिन शर्त यह है कि वह पैसा ठीक ढंग से खर्च हो और ठीक जगह पर खर्च हो। यह बात जरूर देखने की रहती है कि जो रुपया खर्च किया जा रहा है वह काम ठीक हो।

आज रेलों की जो हालत है उसका थोड़ा सा हाल मैं यहाँ पर बयान करना चाहूँगा। किसी बस में अगर 25 सवारियों की जगह हो और कोई 30 सवारी बिठाल लेता है तो उसका चालान हो जाता है लेकिन रेल के थर्ड क्लास के डिब्बों में जहाँ पर 50 आदमियों के बैठने की जगह होती है तो उसके स्थान पर दो सौ आदमी बैठते हैं, फिर भी रेलों का चालान नहीं होता है। यह पैसा गरीबों से टैक्स के रूप में आता है, छोटे-छोटे लोगों से आता है, इस पैसे को ठीक तरह से खर्च किया जाना बहुत जरूरी है। मैं थोड़े लफ्जों में यही कहना चाहता हूँ कि इस देश की गरीब जनता जोकि थर्ड क्लास में सफर करती है उसकी सहायता के लिए यह पैसा

[श्री प्रेमचन्द वर्मा]

ठीक ढंग से खर्च किया जाना चाहिए। मेरा पहला प्वाइन्ट तो यही था।

मेरा दूसरा प्वाइन्ट यह है कि सप्ली-मेन्टरी डिमान्ड्स की जरूरत ही न पड़े अगर उसके लिए कोशिश की जाए। आज हमारे पास कितनी ही शिकायतें आती हैं, मिनिस्टर साहब के पास भी आती हैं कि रेलों में बहुत चोरियां होती हैं। इसलिए मैं समझता हूँ कि अगर उन चोरियों को ही रोका जा सके तो बहुत सारी फालतू डिमान्ड्स जो कि यहाँ पर पेश करनी पड़ती हैं, उनकी जरूरत ही न रह जाए। इसके अलावा रेलवे में आज इतनी ब्रेस्टेज है जिसकी कोई इन्तहा नहीं है। उसकी तरफ तबज्जह तो दी जाती है लेकिन जितनी तबज्जह दी जानी चाहिए उतनी तबज्जह नहीं दी जा रही है। इसलिए मैं मन्त्री महोदय से अर्ज करना चाहूँगा कि चूँकि इसमें रुपए का सवाल है—मैं चाहूँगा मन्त्री महोदय—इस तरफ तबज्जह दें—जो रुपया आप खर्च करने लिए मांगते हैं, उसकी जरूरत ही न पड़े अगर, जो रुपया बजट में मंजूर होता है उसको कम-से-कम खर्च किया जाए और उसमें ज्यादा-से-ज्यादा बचत करने की कोशिश की जाए।

एक बात मुझे यह कहनी है कि हमारा हिमाचल प्रदेश 22,000 मुरब्बों मील का प्रदेश है, जोकि पंजाब, हरियाणा और केरल से बड़ा है। लेकिन आप गौर करें कि वहाँ पर सिर्फ़ डेढ़ सौ मील रेलवे लाइन है और वह भी छोटी लाइन जोकि खटखट करके चलती है, और दिनभर में 50 मील का सफर भी नहीं कर पाती है। अब हमारा हिमाचल प्रदेश बहुत विशाल बन गया है जिसके ऊपर इस देश को नाज है। हिन्दुस्तान के इस सुन्दर और विशाल प्रदेश के लिए जो नंगल से ऊना तक की दस मील की रेलवे लाइन है उस पर बहुत मामूली पैसा खर्च करना है, अगर आप चोरियों को

बचा लें, ठेकेदारों से पैसे को बचा लें, तो यह दस मील की रेलवे लाइन बहुत आसानी से बन सकती है। इस सिलसिल में मैंने पुनाचा साहब से भी अर्ज किया था, मैं फिर उनको याद दिलाना चाहता हूँ कि नंगल से लेकर ऊना तक की जो रेलवे लाइन है उसको आप बनवा दें।

पठानकोट से जोगिन्दर नगर तक की रेलवे के बारे में कहा गया है कि यह घाटे की लाइन है इसलिए इसको बन्द कर दिया जाए। श्रीमन्, पहाड़ी प्रदेश में सीमेन्ट, कागज की इन्डस्ट्री के लिए लकड़ी और बहुत सारी दूसरी चीजें हैं। वहाँ तेल और गैस के भंडार हैं। लेकिन वहाँ पर इन इन्डस्ट्रीज को तभी लगाया जा सकता है जबकि वहाँ पर बड़ी रेलवे लाइन हो। जब तक वहाँ पर बड़ी-बड़ी मशीनों के पहुँचने का बन्दोबस्त नहीं होगा तब तक वहाँ पर इन्डस्ट्रीज नहीं लगाई जा सकती हैं और न वहाँ की गरीबी को ही दूर किया जा सकता है। आज हिमाचल प्रदेश सबसे ज्यादा पिछड़ा हुआ इलाका है। अगर उस इलाके को खुशहाल बनाना है तो यह रुपया जोकि आप सप्लीमेन्टरी डिमान्ड्स के जरिये से मांग रहे हैं इसको ठीक ढंग से इस्तेमाल करें और हिमाचल प्रदेश में नंगल से ऊना तक बड़ी रेलवे लाइन का निर्माण करें।

SHRI C. C. DESAI (Sabarkantha) : While I congratulate the Railway Ministry for including a number of projects particularly from Saurashtra for traffic preliminary survey, I am surprised that there is one project about which we have been agitating and writing and speaking quite a lot which has not yet found favour with the Ministry, and that is the line connecting Modassa, Kapadvanj and Titoi. Titoi is on the Himatnagar-Jaipur line. We have shown by statistics as well as by report from the Udaipur office that this line would carry much greater traffic than the present line. So, I would once again urge upon the Minister to go into this question and con-

nect Modassa, which is the second largest town in Sabarkantha, either with Kapadvanj or Titoi, but the best thing would be to connect all the three.

I find there is no mention in the supplementary Demands for Grants of a particular project called Tarapore-Bhavnagar. The traffic survey for this project has been carried out and it is ready for being undertaken. This line has been before the Government ever since 1947 if not earlier. I would like to know what exactly the present position is because I believe that the Gujarat Government is also bringing considerable pressure on the Railway Ministry regarding this particular project. The importance of this project is due to the fact that this line will pass through the oil-bearing area of Cambay etc. Therefore, if this line is constructed, it will not only carry very considerable freight, but also open up an area which is full of minerals, particularly oil and gas.

Unlike my hon. friend Shri Lobo Prabhu, I would congratulate the Minister on showing a sense of urgency. He has departed from the routine and even in the Supplementary Demands for Grants he has brought in new lines instead of waiting for a regular Budget, because whether it is the Budget or Supplementary Demands for Grants, both are subject to the vote of the House and the earlier the thing is done without waiting for the next year's Budget, the better.

The Talcher-Dharmanagar line was surveyed in 1946 and it goes through the industrial belt of Ranchi, Rourkela, Jamshedpur and Talcher. It is an industrial line and as we know in the industrial belt the new lines are intended more for industry than for passenger traffic. I would like to know how soon this line is likely to be taken up for actual construction.

SHRIMATI SHARDA MUKERJEE (Ratnagiri): The Demands of the Railways usually give us an opportunity to bring up matters relating to our constituencies and the part of the country from which we come.

While I welcome the Minister's attempt to have a preliminary engineering-cum-traffic survey and his demand for a grant for

that, I am sorry to see that the project which was promised to the Konkan something like seven years ago is not included. In fact, it was promised in such earnestness that the then Railway Minister had even gone down to that area. Since then nothing has happened, neither a preliminary survey nor a reconnaissance has been done. I would request the Minister that since the Railways are a public utility he should not consider everything on the basis of either the economics of the project or the political aspect which has become much more important now. Since Goa is politically important to us, it has immediately come into the lime light. Goa has a population of hardly six lakhs. I wish well to the Goan people. I am very glad that Government is making the effort to provide all the amenities to the people of Goa. But on the other hand in this region which has 22 lakhs of people, neither an all-weather port nor a railway line has been provided for the last 7-8 years. We were assured of an all-weather port, we had the beginnings of a railway line, but all these have remained just dreams. I would like to request the Minister that at least he sends down a team of people to make a survey because in the next few years we are hoping that an aluminium plant will be set up. In fact the Ministry of Steel has already given me a note in which the whole project is ready. The Ministry of Steel may at that point say, 'There is no railway line, there is no port. Therefore we cannot put up the project.' So, if any kind of economic progress has to come to this area, there must be some co-ordination at the top level. If there is to be any economic development in that area, I would request the hon. Minister—I realise his difficulties, I do not say that the Railway line must come tomorrow—to send a team of people to survey that area and see if a railway line is not possible. Let them say it is not possible. We have to face our people and explain to them why the Government is making these promises and why the Government are not able to fulfil them.

Lastly, it has been suggested that the area here is rather hilly and, therefore it would be very expensive to lay a railway line there. I would at least like to know from the Minister as to what would be

[Shrimati Sharda Mukerjee]

the *per capita* expenditure. Has any attempt been made to find out the per capita expenditure for these 22 lakhs people? Is there any other mode of transport available to them? May I ask the Minister to at least give us an assurance that a survey team will go down and make the necessary inquiry.

SHRI K. HALDER (Mathurapur) : The Railways demand supplementary grants now and then for various reasons. because the original grants do not cope with the expenditure due to mismanagement of the Railways. And for that reasons they thrust the burden upon the shoulders of the passengers or railway employees.

This year the Railways passed an Act against the misuse of pulling of chains. Further they increased the fine from Rs. 50 to Rs. 250. May I ask the Railway Minister whether the pulling of alarm chains has increased or decreased after this enactment? After the passing of this law, the pulling of chains has increased. So due to the mismanagement they are passing one law after another. Recently an ordinance was passed for better management of the Railways but the inner motive of this ordinance was to punish railway employees. What has happened on 19th September 1968 by the general strike of the Central Government employees? Why I mention all these things is because the railway administration particularly in the southern section of the Eastern Railway, which is the most congested section not only in India but all over the world, is inefficient. How are the passengers travelling? They travel either on the footboard or on roofs and even on engines and frequently accidents happen and the employees do not manage things for the reason that they are punished.

The State Minister of Railways frequently travels in this section of the Railways.

He knows very well that thousands of people are travelling by the train on the foot-boards, on the engines and on the roof of the compartments. But do the railways care for their lives? Nothing. During the electrification of the railways, the Railway Ministry promised that they

would increase the number of trains and the bogies also. But in practice, what are we seeing? There are only four bogies for passengers in some trains on this section, which are not enough to cope with the passenger traffic. Every day, there is some disturbance on one or other section of the Eastern Railway. The railway staff do not manage the rush of passengers. That is happening every day. Not only in the Sealdah section of the Eastern Railway but throughout India, we see this is happening.

The income of the railway is gradually decreasing due to the mismanagement. The passenger fares are also gradually increasing and even the common man—I speak for the common man—travelling from one station to another, the poor man who travels with his family to see another relative's family, has to pay five or six times more than what he had to pay previously. This is what is happening. As a result, most of the people sometimes try to travel without tickets. But the railway authorities do not consider all these things. Even the rates of the platform tickets have been suddenly increased by leaps and bounds. While the passengers are charged a heavy penalty no amenity for travelling is provided. In the Sealdah section of the Eastern Railway, we see that in most of the compartments, there are no electric lights, no fans, nothing. There is even no space for sitting. That is what is happening on the Eastern Railway.

Recently, on the Sealdah section of the Eastern Railway, a change has been made. Originally, the sanction for the Hasanabad to Barasat line was along the bus route. But now, the route has been changed to run *via* the paddy fields where there is no human habitation. As a result, the line is incurring a huge deficit. This change was effected because of the vested interests. In the interests of the general public, I suggest that the stations on this line should be so located as to connect the nearby villages and also the main metalled road along the line.

SHRI KRISHNA KUMAR CHATTERJI (Howrah) : While supporting the supplementary demands brought forward

by the Railway Ministry, I have to point out that the Indian railways which is a best organised, well-knit task force system in the country, is facing an unprecedented financial crisis. Once it was a national undertaking run in such a manner that substantial amounts of money were going into the exchequer every year. But today this unusual phenomenon in the railway economy must be due to the lopsided development that took place during the Plan periods *vis a vis* the general industrial development of the country. Industry, it is said, rides on the rails. Inspired by this idea, perhaps, the railways undertook several schemes on a gigantic scale in a massive way.

In their modernisation scheme and development, they forgot the economic aspect. They found to their utter dismay that after the third plan period, the carrying capacity of the railways was increased to such an extent that it outpaced the industrial development of the country. The result was this deepening crisis. Today the railways are facing a situation when it has to think very seriously how to tide over the financial crisis, how to increase their gross income and reduce their losses in every sector. It has been found that there is some defect in the fact of operation which has to be overcome. I will suggest a few remedial measures for the immediate consideration of the minister.

1. The best use of the existing men and materials by streamlining the methods of working with a view to reducing the operational costs to the maximum possible extent.

2. The setting up of new lines and other costly unremunerative works excepting those of strategic importance only may be kept in abeyance till the railways get over this crisis.

3. The cost of fuel which accounts for a larger chunk of the working expenses may be cut down by devising a suitable machinery for fuel economy.

4. A more vigorous drive may be launched for arresting the increased incidence of ticketless travelling.

Then, we have to consider the question of reorganisation of the Railway Protection Force and the Vigilance Organisa-

tion. They need reorganisation because, I possess facts, having come from a constituency where railway colonies are situated and where probably the greatest population of railway employees are living. Arrangements should be made to launch frequent drives against the increased incidence of theft and pilferage of railway consignments and equipments. The compensation arising out of the loss of goods comes to a colossal figure. Unless we take effective steps to prevent it, the railways will come to grief. We should not launch on the question of luxury trains, including the Rajdhani Express contemplated in a few days' time. I feel the Janata trains must be increased in number, because they serve the common people. That will bring more revenues to Government and certain social implications will be created, which will be in keeping with our objectives.

I do not know why the question of the electrification of Bandel-Katwa line has been left aside. It is a very important line and he should take it up.

SHRI P. VISWAMBHARAM (Trivandrum): Sir, I shall confine my remarks to the cut motions that I have moved. Firstly, I come to the Trivandrum-Cape-Tirunelveli line. This has been a long-standing demand of the people of both Kerala and Tamilnad. This line will connect Trivandrum in Kerala and Tirunelveli in Tamilnad with a side link to Kanyakumari. Some survey has been conducted recently and the minister has written to me to say that according to the survey, that line will be unremunerative. I would like to submit that it is a wrong assessment. As Shri Nambiar has remarked, Kanyakumari is one of the greatest centres of pilgrimage as also a tourist centre. Perhaps, that aspect of the question has not been considered properly. Now people from all over India have to go to either Tinneveli or Trivandrum and then catch a bus or other conveyance to go to Kanyakumari. It is a sacred place where three seas meet and it is very necessary that it is connected with the rest of India by railways. I would request the Minister not to treat this as a parochial or regional demand but as a national necessity.

[Shri Viswambharam]

Another argument advanced by the Railway Ministry is that this question could be considered after the development of the Tuticorin port. That is a fallacious argument. Development work at Tuticorin port is going on at a fast rate. There is also a project for a fishing harbour at Vizhijam in Trivandrum district. When these works are completed, we will be faced with the question of the hinterland of these two harbours not being linked with railways. Last year when I had been to Kandla I was told by the port authorities and the local people that the main difficulty of Kandla is lack of broad-gauge railway link with the port. Though crores of rupees have been spent on that port, now they do not get custom because the hinterland is not connected with the port by a broadgauge line. In the same way, when these harbours are completed, a complaint will come from the port authorities that they are not getting sufficient customs. So, since the survey has already been conducted, I would say that this work should be taken up immediately. I still hold that it will be an economic proposition, because I know the place. Therefore, construction work on that line should be started immediately.

Then, I want the Ernakulam-Trivandrum line, particularly the sector from Ernakulam to Quilon to be converted from metre-gauge into broad-gauge. I am saying this because the area from Ernakulam to Quilon produces the largest quantity of exportable commodities like cashew nut, pepper, tea and coffee. All these products are brought to Cochin port for export. Similarly, rubber and other goods to be sent to other parts of India are also produced in that part of Kerala. It was a mistake that originally it was constructed as a metre-gauge line. It is high time that it is converted into broad-gauge. Since the Minister has come forward with a certain demand for conversion of metre-gauge lines to broad-gauge lines in some other areas, I take this opportunity to demand that the conversion of this line must be taken up immediately.

SHRI NARENDRA SINGH MAHIDA (Anand): Mr. Deputy-speaker, the demands under discussion, are very limited

in number, and are only token demands of Rs. 8,000 according to the directions of the Public Accounts Committee. I shall briefly go over Demand No. 2 where the Minister has in the Explanatory Note referred to various research schemes. I would like to congratulate the railways for introducing containerisation in the railways. Except perhaps for Japan we are the only country in Asia which has introduced containerisation in the railways.

It is a very welcome suggestion and in the shipping are also examining this question.

I would also recommend to the railways that they introduce more diesel locomotives on the Western Railways for fast trains because diesel oil is found in Gujarat State. As far as possible coal locomotives should be discouraged in that region.

Then the railways are introducing conversion of metre gauge into broad gauge. May I suggest to the hon. Minister that the plenty of narrow gauge railways that are there on the Western Railway should be changed to metre gauge or broad gauge because the difficulty of engines for the narrow gauge is visualised. We have started making meter gauge engines but narrow gauge engines are in short supply and they will very urgently be required to be replaced. May I also suggest that when the narrow gauge engines fail, small diesel engines, as were introduced by the former Baroda State Railway, be introduced.

There is the difficulty caused by ticketless travel and it is a thing which worries us because we lose crores of rupees that way. Lately the railways have started welcoming voluntary services to check it. I commend them on this and request them to have more co-operation from more voluntary services.

Then, there is a suggestion for having fast services. We must have fast services for going round to Calcutta, Madras and other far-off places. I am very happy that the Rajdhani Express is being introduced from Calcutta to New-Delhi.

The railways have also introduced *de luxe* services with third class air-conditioned

coaches. They have been much appreciated not by Indians alone but by foreigner tourists also. I commend to the railways, that more facilities to third class passengers should be offered. Third class passengers still complain that although a passenger buys a ticket, he is not able to get a seat in the train. Many years ago in this very House I had said that cinemas worked better than the railways because in the cinemas you buy a ticket and you get a seat while in the railways you buy a ticket and you have no seat; you have to sit on the roof some time.

SHRI RAJARAM (Salem) : What about ships?

SHRI NARENDRA SINGH MAHIDA : On Demand No. 14 (Electrification), I would suggest that Delhi should be connected with Calcutta, as soon as possible, by electric trains because the area is getting closer and closer.

About Demand No. 15, I would suggest that further economy should be introduced because the railways is an earning ministry and we should try to earn still more by introducing economy.

I, therefore, commended this token Demand to the House and it should be supported.

श्री जार्ज फरनेन्डीज (बम्बई-दक्षिण) : उप-ध्यक्ष महोदय, सरकार की ओर से जो अनुपूरक मांगें रखी गई हैं, मैं उनका विरोध करता हूँ, क्योंकि इस सरकार ने कई आवश्यक कामों को अपने हाथ में नहीं लिया है।

आप जानते हैं कि रेलवे के नियमों के अनुसार गाड़ी के फुटबोर्ड पर यात्रा करने पर सजा दी जा सकती है। जिं शहर से मैं चुन कर गया हूँ, उस बम्बई शहर में जितने लांग गाड़ी पर यात्रा करते हैं, कर बकरीब उतने ही फुटबोर्ड पर चढ़कर प्रवास करते हैं, बहुत समय से यह मांग की जा रही है कि वहाँ की सबबन गड़ियों का बड़ाया जाये और चूँकि वेस्टन और सेन्ट्रल रेलवेज की लाइन्ज भी कम पड़ती हैं, इसलिए उ को भी बढ़ाया जाये। लेकिन जिस रफ्तार से

रेलवे मंत्रालय काम कर रहा है, उसको देखते हुए मुझे ऐसा लगता है कि अगले पंद्रह बीस साल तक भी कोई काम नहीं हो पायेगा, जबकि बम्बई की आबादी दुगनी हो जायेगी।

बम्बई रेल की अंडरग्राउंड रेलवे को लेकर नई बरस से बहस चल रही है। जो महानुभाव पहले बम्बई से इस सदन के सदस्य थे प्रौर रेलवे मंत्री भी रह चुके थे—श्री एस० के० पाटिल, उनकी ओर से हमेशा बहस का यह विषय रहा कि बम्बई स्ट हैब एन अंडरग्राउंड रेलवे। वह हमेशा यह बात कहते रहे, लेकिन, जैसा कि श्रीमती शारदा मुर्कजी ने कोंकण रेलवे के बारे में कहा है, वह दस बरस तक आश्वासन देते रहे, ताकि बम्बई में चार बोट ज्यादा मिल जायें। बोट प्राप्त करने के लिए आश्वासन तो बहुत दिये गये लेकिन उन आश्वासनों को पूरा करने की दिशा में कोई काम नहीं किया गया। यद्यपि वर्तमान रेलवे मंत्री को बम्बई में कोंकण के बोटों से कोई मालब नहीं है, लेकिन इस बारे में उनका भी वही रवैया है। चन्द दिन पहले बम्बई के एक श्रेष्ठ आर्किटेक्ट, श्री जे.पी. ने आकाशवाणी पर भाषण देते हुए अंडरग्राउंड रेलवे के बारे में नये सुझाव दिये हैं, जो कि मंत्रालय को भेजे गये हैं। मैं कहना चाहता हूँ कि अंडरग्राउंड रेलवे के बारे में तत्काल काम शुरू किया जाये; वे टर्न प्रौर से टूल रेलवे प्रौर कोंकण रेलवे के बारे में भी जल्दी कदम उठाया जाये।

रेलवे के मुसाफिरों का सुविधायें उपलब्ध करना बहुत आश्यक है। मैं इस सदन में आने से पहले भी और यह आने के बाद भी लगातार यह हताश रहा हूँ कि एयर-कन्डीशन फर्स्ट क्लास, रेकन्ड क्लास और साम तीर से रेलवे मंत्री, रेलवे बोर्ड के सदस्यों और अन्य रेलवे आफिजों द्वारा इस्तेमाल की जाने वाली 900 सैलूनज क

[श्री जार्ज फरनेन्डीज]

अगर खत्म कर दिया जाये, तो सौ और गाड़ियां रेल की पटरी पर आ सकती हैं।

रेलवे और देश की सुरक्षा का जो रिश्ता है, उसके संदर्भ में मैं कहना चाहता हूँ कि कच्छ में ब्राडगेज रेलवे की मांग की जा रही है। खासतौर पर लखपत से लेकर खावड़ा तक रेलवे लाइन तत्काल ले जाने की आवश्यकता है, ताकि अगर फिर कभी उस इलाके में लड़ाई की हालत पैदा हो, तो हमारी पल्टनों के लिए सुविधा हो और हमारे देश की सुरक्षा को कोई खतरा न हो। मंत्री महोदय इन प्रश्नों पर तत्काल विचार करें।

चूँकि आज तक इन प्रश्नों पर विचार नहीं किया गया है, इसलिए मैं इन अनुपूरक मांगों का विरोध करता हूँ।

SHRIMATI ILA PALCHOU DHURI (Krishnagar) : Mr. Deputy-Speaker; Sir, while supporting the Railway Grants, there are two or three points that I want to bring to the notice of the Railway Minister.

In regard to some things having been promised and nothing being done about them, one of the things is the Circular Railway in Calcutta. This has been promised for years and nothing seems to be done and yet we are about to pass a grant. So, I think, this point should also be taken into consideration.

Secondly, as other Members have stressed, I would also like to say that Bendel-Katwa line is a very over-populated line and there also the electrification has been promised for a very long time. But nothing has been done. At least, let there be the doubling of the line so that there can be faster trains and more frequent trains and diesel engines provided so that the travelling public gets some sort of relief because it is a very over populated area.

Thirdly, I would like to point out that the over-bridge at Devagram station has also been promised for many years. This has been coming up in the Consultative

Committees and the hon. Railway Minister has also attended one of them where he said that he will look into the matter. I hope, this will also be considered. These are small things because it is not a matter of great deal of expenditure.

Then, I would like to bring to the notice of the Minister that there is a great deal of apprehension felt in the Darjeeling section of the Railways that this Railway is going to be closed down. There have been landslides and the railways have been damaged and the reconstruction work is also going on. But there is an apprehension that this Railway will, probably, be closed down. I hope this will not be done. It will hurt the sentiments of the people. It is a feature of the place, it is a tourist attraction. I hope this Railway will be kept in tact.

Further, the Jalpaiguri section of the Railways has not started functioning properly yet. I hope the reconstruction will be faster because the tea has not travelled as fast as is necessary. The hon. Minister coming from that district knows very much the difficulties of the people of Jalpaiguri. I hope the reconstruction work will go on faster and the tea industry will not suffer.

Lastly, I would like to congratulate the hon. Minister on the Farraka Barrage question. I hope Rs. 86 lakhs that he proposes will be fully spent and the broad-gauge line will be completed so that the volume of traffic of 500 Railway trucks will move faster in the Fourth Plan.

श्री इस्हाक सम्मली (अमरोहा) : डिप्युटी स्पीकर साहब, यह आम बात है कि रेलवे के बारे में हम चाहे कोई भी सजेशन दें, सरकार कभी भी उस पर गौर करने के लिए तैयार नहीं होती है। यह खुशी की बात है कि कहीं-कहीं रेलवे लाइन की एक्स-टेंशन की बातें हुई हैं, लेकिन हालत यह है कि.....

MR. DEPUTY-SPEAKER : The hon. Member may Continue on the next Occasion. We now adjourn for lunch.

13 hrs.

The Lok Sabha adjourned for lunch till fourteen of the Clock.

The Lok Sabha reassembled after lunch at six Minutes past fourteen of the Clock.

[SHRI VASUDEVAN NAIR in the Chair]

DISCUSSION RE : STUDENT UNREST

MR. CHAIRMAN : The House will now take up discussion under Rule 193 on student unrest with special reference to incidents in Banaras Hindu University. Shri R. K. Amin to start now. I suppose you are aware that the time allotted is only two hours. So I request hon. Members to be very brief, and the Mover, I hope, will confine his remarks to fifteen minutes.

SHRI PRAKASH VIR SHASTRI (Hapur) : What about others?

MR. CHAIRMAN : Others cannot naturally expect more than fifteen minutes.

SHRI NARENDRA SINGH MAHIDA (Anand) : He is a professor and he knows the students very well.

SHRI R. K. AMIN (Dhandhuka) : Mr. Chairman, Sir, we are hearing of cases of violence all over the country so far as students are concerned. In Uttar Pradesh, in some of the universities, we have heard of gheraoing of the Vice-Chancellor, burning of the buses, throwing of brick-bats and all sorts of indiscipline which has been indulged in by the students now. It is not only in Uttar Pradesh alone that these incidents have taken place, but also in Gujarat State, in Bihar State, in Rajasthan State and elsewhere also. Here and there, we find various incidents of student indiscipline. A question will be asked; Why is this happening in our country? What is wrong with our students? Is it because they are born just after Independence and that is why they are taking more liberty? Or, is it because there is something which is wrong with our educational system? Is this the reason why they get agitated and they get the impatience regarding their own needs from the society? We can ask these questions now. All these require a correct diagnosis of the situation and once

we get that diagnosis the prescription will naturally follow.

What is the diagnosis of the situation? You have read in the press about the Banaras Hindu University. Probably that indicates the analysis of all the situations and that is why I am concentrating on that.

Let us see the way in which the Education Minister dealt with the situation. While I welcome his decision to appoint a committee of inquiry by the Visitor, yet consider the way in which he agreed to that decision in a willy-nilly way; after great hesitation, in an indecisive manner, when the pressure was brought to bear on him by the other bodies and by Parliament and by other people, he agreed ultimately. Probably he did not agree in time to appoint such a body to go into the matter and place before us the reasons behind such a malise.

Although I welcome his move, yet I must say that his indecisiveness in this regard is not to be appreciated at all. The second thing that we notice about the Banaras Hindu University is that there are various charges levelled against us. Let us begin from ourselves, from politicians onwards. Various political parties blamed for interfering in the work of the universities. On the one hand, everyone of us talks about the autonomy of the universities, but on the other hand, everyone of us tries to enter into it by the back-door. I do not know what has created the situation, whether the SSP is responsible, whether the Communists are responsible....

श्री जार्ज फरेन्डोज (बम्बई-दक्षिण) : हम तो फंट डोर से जाते हैं, बैक-डोर से कभी नहीं जाते हैं।

SHRI R. K. AMIN : Or whether the RSS is responsible. or whether anybody else is responsible, but it is politicians who are interfering with the autonomy of the universities.

श्री रवि राय (पुरी) : विद्यार्थियों को राजनीति में भाग लेना चाहिये।

श्री जार्ज फरेन्डोज : हम कुबूल करत हैं, इस में क्या है, अटोनमी एडमिनिस्ट्रेशन के बारे में होती है।