

SHRI F. H. MOHSIN : We are very eager to see that law and order is restored in West Bengal and we want the cooperation of all, including Mr. Dinan Bhattacharyya and his party.

Government has taken many steps to improve the economic condition of the people. We have launched the 16 point programme for the industrial development of West Bengal. As many as 505 units were closed as on 1-11-71 involving 56,918 workmen.

Between 1-1-71 and 31-10-71, 68 units were reopened involving 37,843 workmen who were put on jobs again. About the 16 point programme, I do not want to elaborate on it because Mr. Dinan Bhattacharyya knows very well how much Government has been striving to see that industrial development takes place there. Even in the matter of supply of raw materials for establishing new industries, every encouragement is given. We do not want that any industrialist should go away from West Bengal. We want to persuade them to continue their business there. It is not only a question of socio-economic problem but also a question of indoctrination by anti-social elements and Naxalites into the young minds in West Bengal. If West Bengal has to improve in all spheres, this indoctrination of Maoist ideology, which has brought ruin to West Bengal has to be stopped. I would appeal to one and all to see that peace is restored. Only through peace we can achieve rapid economic development. I am happy that all parties are supporting this move to extend the President's Rule. This tempo has to be kept up and we should also see that normalcy is restored in West Bengal and in the rest of the country, so that we may make further progress.

With these words, I request the House to adopt the resolution.

MR. SPEAKER: The question is :

"That this House approves the continuance in force of the Proclamation dated

Moved with the recommendation of the President,

the 29th June, 1971, in respect of West Bengal, issued under article 356 of the Constitution by the President, for a further period of six months with effect from the 26th January, 1972."

The motion was adopted.

11.38 hrs.

DEMANDS* FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1971-72

MR. SPEAKER : The House will now take up Supplementary Demands for Grants (Railways). I think it would not take more than half an hour because the demands are related to certain specific heads and are very limited in scope. Because we have cut short our time to half the normal working time, we should save a lot of time on such items.

SHRI P. VENKATASUBBAIAH (Nandyal): Half an hour is too short a period.

श्री हुकमचन्द कश्यप (मुरेना) : अध्यक्ष महोदय, आपके घंटे में क्या बोलेंगे रेलवे जैसे विषय पर? काफी लोग इस पर बोलना चाहते हैं... (अवधान)... दो घंटे में क्या होगा?

अध्यक्ष महोदय : आपने इसको पढ़कर देखा है? इसके ऊपर ही बोलना होगा। सप्लीमेंट्री डिमाण्ड्स का प्रोसीजर बड़े तग दायरे में होता है, उसके बाहर आप नहीं जा सकते हैं।

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIA): The hon. House is in possession of the document which contains the details about the supplementary demands. I do not want to make a speech at this stage.

I want the house to participate in the debate. I would be able to say something, if at all, by way of reply at the end.

I move that the supplementary Demands indicated against Demand Nos. 14 and 15 be granted by the House.

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

MR. 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, 1972, 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. SPEAKER : Motion moved :

“That a Supplementary sum not exceeding Rs. 30,06,000 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, 1972, in respect of ‘Open Line Works—Capital, Depreciation Reserve Fund and Development Fund’.”

SHRI DASARATHA DEB (Tripura East): Mr. Speaker, Sir.....

SHRI S. M. BANERJEE (Kanpur): Sir with your permission, I want to refer to one matter, after the recommendation of the Pay Commission, we were expecting that in the Supplementary Demands there would be a provision for increase in dearness allowance.

MR. SPEAKER : Please do not get up on every occasion.

SHRI S. M. BANERJEE : Kindly hear me, it is absolutely relevant. During the emergency the government servants should remain contented. There

are 14 lakhs of railway employees. The Railway Minister should have provided for this.

MR. SPEAKER : Do not come through any channel that is available.

SHRI S. M. BANERJEE : Do not give the impression that it is irrelevant.

MR. SPEAKER : But he should at least give some notice.

SHRI DASARATHA DEB : I also agree with Shri Banerjee that this amount should have been provided for.

MR. SPEAKER : It can be mentioned in the course of the speech, but not separately.

SHRI DASARATHA DEB : I want to draw the attention of the Railway Minister to the Howrah-Amta-Shoqkhola light railways, which had served a large number of rural people. Because of the winding up of this line the people are put to a lot of difficulties.

MR. SPEAKER : Is it mentioned in the Demands?

SHRI HANUMANTHAIYA : No, Sir.

SHRI DASARATHA DEB : I would request that the government should see to it that the decision to wind up the line is not final. In fact, government should run it, in order to avoid the difficulties faced by the people.

Secondly, it was reported that the West Bengal Government were prepared to give financial assistance to the tune of Rs. 50 lakhs. If that is so, why is the Government feeling shy of taking up... (Interruption.)

MR. SPEAKER : The total is Rs. 30 lakhs and you are talking of Rs. 50 lakhs.

SHRI DASARATHA DEB : It is about the opening of new lines. The Minister himself had given an assurance in this House when the Railway Budget was debated that the employees, who were thrown out of

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employment due to the closure of this light railway, would be absorbed. But it has not been done so far.

In Bihar also, the Sasaram Light Railway employees, though the railway exists now,...

MR. SPEAKER : Kindly confine yourself to the subject.

SHRI DASARATHA DEB : I am facing the same difficulty due to the bad management of this line I think, the Government should also take that up and keep the thing running well

Then, there should be doubling of the railway line in the Bongaon sector which is near Jessore where our army is fighting now. Then, there is a line in North Bengal which is also a connecting link between West Bengal and North Bengal. All these areas have become very important places because of the war that is going on. But the single line cannot provide full facilities for movement of troops and other goods. So, the Government should see that this double line is opened up within a short period For that they should provide some financial allocation. It is very urgent.

Then, I want to point out that in the Sealdah sector there are irregular services.

MR. SPEAKER : When somebody reads the speech, his question will be as to what was the occasion for all this. Please confine yourself to this simple thing. When the Railway Budget comes, you can say all this.

SHRI DASARATHA DEB : It is most urgent.

MR. SPEAKER : When anybody reads the debate, he will ask whether the Speaker was in the Chair.

SHRI DASARATHA DEB : During the Railway Budget debate also we raised that question. Now, Tripura is in the midst of war.

की विद्युति बिज (बोलीहारी) : बस्यक जी, बोड़े से लोग डरर हैं और बोड़े से लोग डरर हैं जिनकी बार-बार बोलने का मौका मिलता है । चाहे एक ब्राह्मणी की पार्टी हो, चाहे दो ब्राह्मणियों की पार्टी हो और चाहे कोई बिना पार्टी के ही हो, उन्ही लोगों को बार बार बोलने का मौका मिलता है और हम लोगों को मौका ही नहीं मिलता है । (बबबबाब).....

SHRI DASARATHA DEB : Tripura has now become a bottleneck so far as transport is concerned. We have been urging again and again that this new line construction from Dharmanagar to Agartala is very, very urgent at this period There is a tremendous difficulty that our people are facing. If you read this report, you will find that due to the bottleneck of transport... (Interruption)

MR. SPEAKER : I am only reading the Supplementary Demands. You should not go beyond the scope of the debate.

SHRI DINEN BHATTACHARYYA ; (Serampore) : This is a new line.

SHRI DASARATHA DEB : I am asking when they have already surveyed it why it has not come in these Supplementary Demands for opening a new line This Dharmanagar-Agartala line is very important. Things cannot move there Due to the bottleneck of transport actually our people are getting restive because fish costs Rs. 15 a Kg; milk Rs. 10 a Kg; onion Rs. 5 a Kg; dal Rs. 3 a Kg. and pulses are not available. This is the thing we are facing when we are in the midst of a war. It is important from the military strategy point. Troop movement will be there and you must realise the importance of this.

From the statement which I want you to refer to, you will find that *dhoria* had disappeared from Tripura and when the Government placed an order on Calcutta, they refused; even the Bombay merchants refused due to the absence of transport facilities,

Coming to another point regarding casual workers... (Interruption)

MR. SPEAKER : May I inform you of the procedure? During the Supplementary Demands Debate there is no general debate. It is confined purely to the specific Demand.

SHRI P. VENKATASUBBAIAH : Whenever the Supplementary Demands used to be discussed, the Members used to participate and offer their suggestions... (Interruption)

MR. SPEAKER : It is never the case.

SHRI BHAGWAT JHA AZAD (Bhagalpur) : We have to point out the omissions also in this document. We have to offer suggestions also..... (Interruption)

MR. SPEAKER : You have yourself set the procedure that there cannot be a general debate on the Supplementary Demands.

SHRI DASARATHA DEB : In Tripura, what is going on is this...

SHRI S. M. BANERJEE : There has been the convention in the House that on Supplementary Demands, we should confine ourselves to the Demands. But if there is a Demand for Grant under the head "new lines" whether it is Rs. 10,000 or Rs. 1,000, while sanctioning that amount, we can also demand other new lines.

MR. SPEAKER : After all, I am bound by the rules of the House which you have approved. I do not need guidance when the rule is so specific. Rule 216 says :

"The debate on the supplementary grants shall be confined to the items constituting the same and no discussion may be raised on the original grants nor policy underlying them save in so far as it may be necessary to explain or illustrate the particular items under discussion".

SHRI BHAGWAT JHA AZAD : The discussion on supplementary demands for grants has taken place in the House like this and the suggestions are offered... (Interruptions)

MR. SPEAKER : I expect some better guidance from you.

SHRI BHAGWAT JHA AZAD : I am guiding you... (Interruption)

MR. SPEAKER : You are misguiding me rather.

SHRI BHAGWAT JHA AZAD : The supplementary demands have been discussed like this... (Interruption)

श्री विद्युति मिश्र : अध्यक्ष महोदय पेज 6 और 7 पर जिन तीन लाइनों को छोटी लाइन से बड़ी लाइन करने के लिये कहा गया है, बजट में उन का सुझाव नहीं था। यह जो छोटी लाइन से बड़ी लाइनों की जा रही हैं, यह नई लाइनें हैं, लेकिन हम लोगों के यहां जो छोटी लाइन है समस्तीपुर से मोतीहारी और रक्सौल होते हुए नरकटियागंज तक, उसको नहीं लिया जा रहा है।

SHRI BHAGWAT JHA AZAD : We have to say all this.

SHRI A. P. SHARMA (Buxar) : There are certain assurances given by the hon. Railway Minister at the time of the Railway Budget. If those assurances have not been fulfilled, we can raise the matter here.

MR. SPEAKER : I quite appreciate what you say. But, I think, the proper occasion is when the Railway Budget comes...

SHRI BHAGWAT JHA AZAD : After one year. (Interruption)

SHRI DASARATHA DEB : The hon. Minister gave some promise regarding victimisation of workers. In Barauni, there was an agitation on the part of the

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employees and there was a long strike also. A representation was made to the Ministry and, I think, some Agreement was reached, and the work was resumed that the employees who participated in the agitation will not be victimised. But, still these people are suspended and their service break is there and their promise has not been fulfilled. So, I request the Minister that at least at this stage they should give up this attitude of victimising the workers.

Not only in Barauni but in other parts also hundreds of workers were being victimised in Siliguri and all over India.

MR. SPEAKER : On the Railways ?

SHRI DASARATHA DEB : Yes, Sir.

MR. SPEAKER : Be on the track, on the right track !

SHRI DASARATHA DEB : Lastly, I want to refer to the casual workers also. It is very unfortunate that casual workers in which lakhs of people are involved some of whom have worked for 12 years or 14 years or 16 years like that, are not absorbed as regular workers. The Government allow them to work for two or three months and then they retrench them.

SHRI A. P. SHARMA : No time limit for the Opposition Members ?

MR. SPEAKER : You didn't agree to the time limit when I proposed. So I am allowing it... (Interruptions) When I put it to the House about time limit, I was not given any indication nor it was agreed. So I am keeping quiet.

SHRI DASARATHA DEB : In conclusion I would say only regarding this casual labour. This type of practice should be given up. Just to deny them a lawful right to be absorbed as a regular worker, the Railways employ them for two or three months and then retrench them before they complete six months so as to entitle them to be absorbed as a regular worker. I would say that this type of practice of deceiving the workers should be stopped totally.

MR. SPEAKER : May I say again that this is not a general debate. Mr. Venkatasubbaiah.

SHRI P. VENKATASUBBAIAH (Nandyal) : I confine myself to the Supplementary Demands that have been brought forward by the Minister.

One is about the electrification of Madras-Vijayawada line at a cost of Rs. 31.03 crores.

11.59 hrs.

[MR. DEPUTY]

I do not know why the Minister has brought it through a supplementary demand. As a matter of fact this has been under the consideration of the Railway Ministry for a long time and it was one of the items that have been conceived by the railway administration long time back. I am glad that at last the Minister has come forward with this Demand. But I request him that it should be extended beyond Vijayawada because this Vijayawada line as explained in the memorandum to the Supplementary Demand is a link between the eastern portion of the country and the western portion of the country. So, this programme has to be extended beyond Vijayawada also.

With regard to setting up an organisation for this purpose, I remember that an organization was in vogue in Calcutta when electrification was being done in that part of the country. I do not know whether another different organisation is being set up or the same organization is being expanded. I know that this organisation was wound up some time back, and many of the technicians and workers employed there were thrown out of employment. I would like to know from the hon. Minister whether the present organisation would be a part of the organisation already in existence in Calcutta.

12 hrs.

I now come to rail renewals between Kottavada and Kirandul in the Balladilla Visakhapatnam area. This railway line is

intended to bring iron ore from Bailadilla to Visakhapatnam, and it has been financed by the Japanese also. I do not know why the question of renewal has now arisen with regard to this entire track. I am sure the technicians and engineers who were engaged in this job when the construction of this line was thought of would have taken all those factors into consideration and the weight that would move also on the track. But it looks as though there was not a proper planning when the railway line was laid. From the explanatory memorandum, we find that though the total traffic on this railway line has been less than 25 GMT up-to-date, there has been abnormal flattening and wear-out of the rails and condemning limits have been already reached. I do not know whether there is anything wrong with the designing of the track. I think all the difficulties would have been foreseen by the administration when the railway line was laid.

In this connection, I would like to bring one point to the notice of the hon. Minister. This line should not be confined only for bringing iron ore. This lies in an area which is mostly inhabited by the Adivasi and tribal people. For instance, areas like the Araku valley etc. are in this region. A vast tribal population lives in this area. This rail link would provide better transport facilities for the Adivasi and tribal population which has been living in isolation because there has been no opening up of these areas. Therefore, I suggest that this line should be converted into a passenger traffic line. If initially the hon. Minister finds it difficult, then I would suggest that it should be converted into a mixed goods-cum-passenger traffic line. I would also like to point out that this area was under the control of the Naxalites till some time back, and as such the problem of law and order was also involved. This area had been serving as a place of hide-outs for the Naxalites to carry on their nefarious activities. In view of this also, I would like the hon. Minister to see that this line is converted into a passenger traffic line.

Regarding the conversion of metre gauge from Guntakal to Dharmavaram which has been mentioned in the explana-

tory memorandum, I congratulate the hon. Minister on his having thought of this conversion. But I would request him to see that Bangalore and Secunderabad are also linked up by a broad gauge line. These are two important capitals of two important States. I would, therefore, request the hon. Minister to see that the two places are linked by broad gauge. Up to Guntakal this has been done, but I would request him to proceed further and connect these two State capitals by converting the line into broad gauge. This will serve a long-felt need. Many important towns would also be linked up thereby. This line would also offer vast passenger traffic potentialities. I would, therefore, request the hon. Minister to see that this conversion and linking up of the two State capitals is done as early as possible.

With regard to the conversion of the Trivandrum-Quilon-Ernakulam metre gauge into broad gauge, I am glad to find that the railways have taken certain positive steps. I would like to point out in this connection that the hon. Minister's idea of connecting all the important State capitals with the Central capital by means of Rajdhani Expresses would bear fruition only if the metre gauge conversion into broad gauge takes place. I hope that within the hon. Minister's tenure as Railway Minister, his cherished idea of connecting all the important State capitals with the Central capital would materialise, as a result of the conversion of the metre gauge which has now become outdated into broad gauge.

In this connection, I would request the hon. Minister to take up the surveys that have been left behind or kept in cold storage for so long especially with regard to places which are considered to be backward. In these backward areas, further action with regard to surveys already conducted or recommended by the various State Governments should be expeditiously taken. Wherever there is a vast potential of mineral and forest resources, the aim of the Railway Minister should be to help exploit them successfully and economically and thus improve the economic condition of the local people. I hope next time the

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hon. Minister comes before the House he will come for sanction for these surveys.

MR. DEPUTY-SPEAKER: Before I call upon the next speaker, I would like to announce that the Defence Minister will make a statement at 1 P. M. before we adjourn.

श्री विभूति मिश्र : मेरा सुझाव है कि तीन तीन मिनट दिये जायें ताकि सभी बोल सकें ।

SHRI K. BALATHANDAYUTHAM (Coimbatore): While speaking on these Supplementary Demands for Grants my general criticism is that the Minister is coming forward with piecemeal proposals which do not fit in with the general master plan of renewal, doubling, renovation etc. I distinctly remember that the Minister while speaking on the Railway Budget did not countenance many of the proposals to change the gauge from metre to broad. In the Supplementary Demands for Grants, I welcome the change from metre gauge to broad gauge; I welcome the electrification proposal from Madras to Vijayawada. I also welcome the doubling being done in certain parts. But this is not done in an overall perspective.

Take, for example, the electrification of the line between Madras and Vijayawada. When we do that, we must have, as Shri Venkatasubbaiah said, a perspective of extending it further, if necessary, to Delhi. With regard to doubling, I support the proposal of my Marxist friend that even the supplementary demands for grants must have a perspective, specially at this time of national emergency. When we have some proposals ready for doubling the line in the Sealdah division from Bongaon, we must take into account the need for extending the line to Jessore which is strategically very important. Merely because there is a proposal or plan ready we do not come with supplementary demands without applying our mind to considerations lack of linking up those places with centres of strategic importance during this national emergency.

With regard to the line between Madras and Arkonam, I was really surprised to

find that there have been 37 rail fractures. In a vast country like ours with a network of railways, it is really surprising that between Madras and Arkonam there were so many rail fractures. It has also come to light that the ultrasonic rail flaw detectors have detected 700 flaws. How did this come about? Is it because some special rails were used in that part between Madras and Arkonam or is it because you have detected only 700 flaws and you have not attempted to find out if there are flaws in other lines or not.

Now, I am glad that they have done something, at least in this section of the railways, and they have renewed that section and have incurred some expenses. I am in full support for the demands for grants for that. But this has to be done with the perspective of not merely speeding up the trains in that section in the near future. There is as much justification for having electrification between Madras and Arkonam as you have between Madras and Vijayawada. The Madras-Arkonam line also is giving connection to the trains to Bombay in the north and to Trivandrum in the south. So, many of these lines converge at Arkonam, and the line between Arkonam and Madras which is being renewed must be taken up with the perspective of electrification.

When the Minister comes with the demands for supplementary grants, he seems to be thinking only of the renovation of rails, yards and other things. He does not seem to have applied his mind to the men employed in the railways. Apart from the increase in the cost of living index which has come up to 228 points which automatically implies an increase in the dearness allowance, there is also this national emergency, and the railways being a very important means of communication in the rear, and linking up with the front also, the supplementary grants must have included a grant for an increased dearness allowance to the railway employees. It is very relevant. This shows a serious lacuna in the understanding of the Railway Ministry, the Railway Board and the Railway Minister with regard to their responsibilities in this period of national emergency. The demands for grants

appear as if you are operating in a country where there is no crisis, no national emergency. There is no relation to today's reality. So, I would request him to reconsider this question and include in the supplementary grants—we are only recommending an expenditure—a grant for meeting the increased dearness allowance to the railway employees who are going to man the railways during this critical period.

MR. DEPUTY-SPEAKER : Before I call the next speaker, I would like to say one thing. I quite appreciate that the railway is a subject in which every Member or his constituency, is interested. The subject relates to the construction of new lines and open line works, etc. Everybody would like to say something or the other in relation to these demands. So, could I suggest a time-limit of two hours for this, so that we can divide the time and allow as many Members as possible to speak?

SEVERAL HON. MEMBERS: Yes.

SHRI K. HANUMANTHAIYA :

I have only one request to make. Since the hon. Members are making so many suggestions, courtesy demands that I should reply to them. So, half-an-hour may be set apart for that purpose.

MR. DEPUTY-SPEAKER : Will that half-an-hour of the Minister come from these two hours? (*Interruption*)

SEVERAL HON. MEMBERS: No.

MR. DEPUTY-SPEAKER : So, half-an-hour for the Minister, and two hours for the discussion.

श्री नवल किशोर सिंह (मुजफ्फरपुर): उपाध्यक्ष महोदय, मैं इस अनुदान की अनु-पूरक मांगों का समर्थन करने के लिए खड़ा हुआ हूँ। मैं कोशिश करूँगा कि मैं अपने को सीमित रखूँ सिर्फ़ उन्हीं मांगों और उन्हीं विषयों के सम्बन्ध में, जो इस में दर्ज हैं।

सब से पहले मैं रेल मंत्री को इस बात के लिए धन्यवाद देना चाहता हूँ कि उन्होंने

रेलवे बोर्ड पर संसद् का प्रभुत्व कायम किया है और इस तरह से रेलवे में काफी दिनों से जो पार्लियामेंटरी एकाउंटिविलिटी न के बराबर थी, उस को उन्होंने स्थापित कर दिया है। मुझे विश्वास है कि माननीय रेल मंत्री स्वयं भी इस मामले में संसद् के नेतृत्व का कुवूल करेंगे और यहां पर माननीय सदस्यों द्वारा जो मुझाव या राय दी जायेगी, उन पर पहले से ज्यादा ध्यान दिया जायेगा।

मेरा अनुभव है कि इस विभाग में मंत्रियों के कार्य-काल बहुत अल्प रहे हैं—बहुत जल्दी-जल्दी मंत्रीगण बदल गये हैं। यह स्पष्ट है कि जिस विभाग में मंत्री जल्दी-जल्दी बदले जाते हैं, उस में कोई सुधार का काम नहीं हो सकता है। एक मंत्री अगर किसी काम को शुरू करता है, तो जब तक वह पूर्ण हो पाये, उससे पहले ही वह उस विभाग से चला जाता है। इस बात का ध्यान रखा जाना चाहिए कि मंत्रियों को अपने कार्यक्रमों को पूरा करने का समय दिया जाये।

रेलवे लाइनों को बिछाने के सम्बन्ध में रेलवे विभाग को प्राथमिकता इकानोमिक इनफ्रा-स्ट्रक्चर क्रीएट करने को देनी चाहिए। हमारे निर्धन देश में माधनों की कमी के कारण यह सम्भव नहीं है कि हम सुख-सुविधाओं का प्रबन्ध ज्यादा कर सकें। हमारे देश में अभी धन को बढ़ाना है, धन के उत्पादन की जरूरत है। इस लिए जो रेलवे लाइनें इकानोमिक इनफ्रा-स्ट्रक्चर को क्रीएट करें, उन को प्राथमिकता मिलनी चाहिए।

इस सम्बन्ध में मैं आपके प्रदेश, मेघालय और आसाम का नाम लेना चाहता हूँ, उत्तर बंगाल और उत्तर बिहार का नाम लेना चाहता हूँ। हाल ही में मुझे इन क्षेत्रों में जाने का अवसर प्राप्त

[श्री नवल किशोर सिंह]

हुआ है। रेलवे के सम्बन्ध में ये क्षेत्र इस कदम पिछड़े हुए हैं कि वहाँ कब तक कोई इकानोमिक इनफ्रा-स्ट्रक्चर क्रीएट हो सकेगा, इस बारे में मुझे काफी सन्देह हो जाता है।

उत्तर बिहार में बरौनी से लेकर समस्तीपुर तक रेलवे लाइन है। इस सदन में सिंचाई और विद्युत मन्त्री, डा० के०एल० राव ने कई बार कहा है कि उत्तर बिहार के लोग मुझसे विद्युत की मांग न करें क्योंकि उत्तर बिहार में बिजली नहीं है। यह क्षेत्र न जाने कब तक अतिवृष्टि और अनावृष्टि से पीड़ित होता रहेगा। अगर वहाँ पर बिजली हो, तो वहाँ अतिवृष्टि और अनावृष्टि से बचने के उपाय किये जा सकते हैं। माननीय डा० के० एल० राव उत्तर बिहार में बिजली पैदा करने के साधन थरमल पावर स्टेशन मुजफ्फरपुर में बनाने के लिए तैयार हैं। लेकिन वह तब तक सम्भव नहीं है, जब तक कि वहाँ बड़ी लाइन न हों।

जहाँ तक मैं जानता हूँ, इस तरह के प्रस्ताव सरकार के सामने हैं। मैं नहीं जानता कि सरकार इस सम्बन्ध में क्या कर रही है। लेकिन अगर वहाँ पर इकानोमिक इनफ्रा-स्ट्रक्चर क्रीएट करना है, तो इस पर विचार करना चाहिए।

माननीय रेल मंत्री को मालूम होगा कि रेलवेज में स्ट्रैटेजी ही की जो परिभाषा है, उसमें केवल मिलिटरी की स्ट्रैटेजी ही नहीं है, बल्कि उस में इकानोमिक स्ट्रैटेजी भी है। इन क्षेत्रों में रेलवे लाइनों का विस्तार करने के लिए रेल मंत्री वित्त विभाग से इकानोमिक स्ट्रैटेजी के नाम पर

कुछ वित्तीय सहायता मांग सकते हैं, जो उन्हें मिलेगी, इसमें कोई सन्देह नहीं है।

इस अनुपूरक मांग में आयरन ओर को ढोने की बात भी कही गई है। बिहार में सिंहभूम में आयरन ओर की शायद सबसे बड़ी, या बड़ी खानों में एक खान है। वहाँ सारी भूमि आयरन ओर ही है। वहाँ से किसी भी पोर्ट को आयरन ओर ले जाने के लिए जो इन्ट्राम है, वह अत्यन्त निकृष्ट और अपर्याप्त है। उस क्षेत्र में सड़कों की दशा बहुत शोचनीय है। जहाँ आयरन ओर से इतना धन पैदा किया जाता है, वहाँ अब तक उसको ढोने की क्या व्यवस्था की जा सकी है? वहाँ का हर एक आदमी आपको बतायेगा कि उन सड़कों पर कोई ट्रक छः महीने या साल भर से ज्यादा नहीं टिक सकता है। वहाँ किरीबुरु में एक पब्लिक सैक्टर अंडरटेकिंग है मैं समझता हूँ कि अगर आयरन ओर को ढोने के लिए किसी को प्राथमिकता मिलनी चाहिए, तो पहले उसको मिलनी चाहिए।

हाल ही में बिहार में वाढ़ आई। माननीय सदस्यों ने यह प्रश्न उठाया—बाहर भी प्रश्न उठाया गया—कि हम हरियाणा और पंजाब से मामूली चारा और भूसा भी बिहार नहीं ले जा सके। 20 हजार वैनस का अलाटमेंट रेलवे ने किया। लेकिन ऐम्बुअल परफार्मेंस कितना हुआ? 6 हजार वैनस। और यह 6 हजार वैनस भी बड़ी लाइन में हुआ। छोटी लाइन जिस हिस्से में जाती है, गंगा के उत्तर में जो हिस्सा पडता है उसमें कुछ नहीं कर सके। यह इसलिए हुआ कि हमारे उन क्षेत्रों में रेल के याता-यात की बहुत बड़ी कमी है। अब एक नई परिस्थिति पैदा हुई है। वहाँ धान बह गए। अब रबी की खेती का भरोसा किया जा रहा है। सरकार काफी रासायनिक

खाद देने को तैयार है। लेकिन वँगन नहीं मिलते हैं। ट्रक में जो पट्टवाने की कोशिश है वह करीब करीब असफल मिद्ध हुई है क्यों कि जो सरकार की व्यवस्था है उसके अन्तर्गत ट्रक में तो रासायनिक खाद हम ला नहीं सकते हैं। यह सब इसलिये है कि रेल की लाइनें कम हैं और या रेल के डिब्बे कम हैं। मुझे एक बात समझ में नहीं आती है, कुछ थोड़ी बहुत जानकारी हासिल करने का मौका मुझे मिला, यह वँगन की शार्टेज रेलवे में क्यों होती है? यह इसलिए होती है कि या तो हमारे पास वँगन नहीं हैं, हालां कि वँगन बनाने की कैपेसिटी हमारे मुल्क में है, लेकिन वँगन हमारे पास नहीं हैं, या जहाँ वँगन जाते हैं वहाँ ज्यादा दिनों तक अटक जाते हैं। अब अटकने का कारण ला गेंड आर्डर सिचुएशन है। क्यों है ला गेंड आर्डर सिचुएशन? इसलिए कि हमारी जो रेलवे प्रोटेक्शन फॉर्म है वह निकम्मी है इन क्षेत्रों में। यही रेलवे प्रोटेक्शन फॉर्म वेस्टर्न रेलवे में और सेंट्रल रेलवे में काफी असरदार तरीके में काम करती है। लेकिन नार्दन रेलवे, नार्थ ईस्टर्न रेलवे और ईस्टर्न रेलवे में वह बिलकुल निकम्मी है। न उसके पास कुछ अधिकार हैं और न साधन हैं। मैं विश्वास करता हूँ कि माननीय रेलवे मंत्री जो रेलवे में प्रत्येक प्रकार का सुधार लाने के लिए कटिबद्ध हैं, मेरे इन सुझावों पर विचार करेंगे। धन्यवाद।

MR. DEPUTY-SPEAKER : There is an ever-increasing flood of slips coming to my table. May I request the Members to kindly confine themselves to five minutes so that as many as possible can be accommodated.

SHRI BHAGWAT JHA AZAD : I find that this document, particularly

Demand Nos. 14 and 15, suffers from more than one defect. I thought it was small and simple thing, but it is not so.

The hon. Minister, announced in this House only a few days back that he wants to link the State capitals of India with the Union Capital. Secondly, he said that he wants that the trains should pass through natural lines, thereby saving time and money. But when I apply these principles, I find a singular lack of them in this document.

This document mentions doubling of lines. I welcome the doubling of lines, and also electrification, but what I do not welcome is the priority. How does he forget his own announcement to link the State Capitals with the Union Capital?

For example, Shri Basumatari and many other friends who are in a far-flung corner of this country cannot reach Bhagalpur easily, it takes them 40 hours. We have been demanding for a long time the Kiul-Sahibganj-Bhagalpur-Howrah line. The hon. Minister's predecessor promised it. I would say here is the Assam Mail which has got a natural route to go *via* Kiul, Sahibganj and Bhagalpur to Farakka bridge. The hon. Deputy Minister opened the bridge, but the track should have been doubled in advance from Kiul, for the Assam Mail to pass through this line, but this was not done.

We appreciate the hon. Minister's action against some bureaucrats, but I may tell him nothing. I am an ex-Minister, my experience as a Minister is very short, but I must tell him that he must always be guided by his conscience after reading the files and decide for himself. Don't rely upon the bureaucrats. You have your own experience of the great Mr. Ganguli and now his great successor. All these persons will mostly misguide you. You wanted to stop the Rajdhani Express at Kanpur and take a few passengers. Did the bureaucracy not oppose you very strongly? It did. Why should not the Assam Mail by now run through

[Shri Bhagwat Jha Azad]

Bhagalpur, when it cuts short the time on this line from Bhagalpur to Farakka Barrage by many many hours, by 15 hours and not merely 5 hours? Why is it not being done? Lo and behold! The General Manager of the N.E. Railway ran to Katihar and announced, "Don't worry; my dear friends! Please give up your agitation. I could not allow the Assam Mail to pass through Bhagalpur before a few months". How can he make that statement? (*Interruptions*). In the new time-table the time was given. And, this bureaucrat went and made that announcement under a little pressure. Let me tell you. A great agitation is building up between Kiul in East Bihar and Bhagalpur. Every day memoranda are being sent to me and I am sending them on to you. 6th December was their demands day. If you want demonstrations and stoppage of trains, nobody can do it better than I and the people there; I can assure you about that. So, please see that Assam Mail passes through Kiul and Bhagalpur, the earliest the better, on its natural line. I do not want anything unnatural or under pressure. But what you have said should be implemented, because it will fulfil your promise to this House that you want to link the State Capitals with Delhi. Assam and East Bihar will get the faster train. If you want me not to do the other things, you must announce it either today or within a few days. But if you want to see the strength of our demonstration and how it can be stopped, you will have to go down to Bhagalpur and say, "I shall pass the train through Bhagalpur".

On the N. E. Railway—my friend, Mr. N. K. Sinha has said it and many more will say it—when will you take up this conversion of MG into BG? You have given priority to it. The whole of UP north of Ganges and Bhagalpur suffer from it. You say, that is a big thing. You should not say, it is a big thing and you cannot do it; Assam Mail is a small one and you cannot do it. Please do not say two negatives. Say two affirmatives and show your strength and wisdom. Please take care of this bureaucracy, this big empire of

the Railway Board, which advises you this way and that way. We are here to support you. I am happy you have taken the head of one of bureaucrats. Please take many more, if they do not behave.

SHRI C. T. DHANDAPANI (Dharampuram): Sir, there are only four or five works which have been mentioned in this statement. I congratulate the Minister on having taken up the work on converting the Trivandrum-Ernakulam line into BG. But I want to say that whether it is new lines or conversion, they are being taken up only under political influence. Most of the other important works on the railways are left out.

I want to impress on him that some of the long-standing demands of Tamil Nadu have to be taken into consideration. The MG line between Trivandrum and Madras should be converted into BG. So also the line from Coimbatore to Dindigul.

The Central Government have promised a steel plant at Salem.

At the same time, there is another industrial complex in Neyveli where 18,000 workers are employed. The existing line between Salem and Neyveli is metre-gauge. It should be converted into broad-gauge to enable the movement of goods and coal to Salem.

Here I want to make a complaint that the railways do not generally pay much attention to the facilities and amenities of the railway employees. I will give one concrete instance. Pothanur is a railway station three miles away from Coimbatore. About 18,000 railway employees are residing there. Their demand for drinking water is pending with the railways for a long time. At present water is being brought to Pothanur from Mettupalayam, which is 25 miles away. Every day a train is running between Pothanur and Mettupalayam only for carrying water, incurring an expenditure of Rs. 7,000 per day, which will mean Rs. 25 lakhs a year approximately. There is a proposal before the railways for constructing a pipeline from

Mettupalayam to Pothanur, along the line of the railway line so that water could be supplied not only to Pothanur but also to the intermediate stations, including Coimbatore junction. I hope the Minister will give high priority to this scheme.

Secondly, at Pothanur our young technicians are manufacturing sophisticated instruments which in the past used to be imported from Switzerland and Japan. Whereas an imported instrument used to cost Rs. 75,000 our technicians are manufacturing them at a cost of Rs. 10,000 to 15,000. Yet, they are not provided with even sufficient spacious buildings to work.

At Pothanur the railways are running three schools—English-medium, Malayalam-medium and Tamil medium schools. There is no building for the Tamil-medium school. The children have to remain in a thatched shed like the refugees from East Bengal.

MR DEPUTY-SPEAKER . This Demand is about the opening of new railway lines. By no stretch of imagination could the opening of a school be connected with the opening of a new railway line.

SHRICT DHANDAPANI Students in the Tamil-medium school have to learn sitting under the shade of a tree, as it used to be in the olden days

Coming to new rail links, the Coimbatore-Chamarajanagar line via Satyamangalam should be taken up immediately. The Arokonam-Chingleput metre-gauge line should be converted into broad-gauge. When Shri Kamraj was the leader of the United Congress and when he was contesting from the Nagercoil constituency, all the Central Ministers who came there to campaign for him had promised the people of Kanyakumari that a line connecting Tirunelveli with Kanyakumari would be taken up very soon. No action has been taken on that demand so far.

The railways have taken some interest in the metropolitan transport system. The Railway Ministry has allotted Rs. 72 lakhs

for Calcutta during 1970-71 and Rs. 53 lakhs for Bombay in the years 1970 to 1972 but Madras has not been considered. I do not know what reasons the Minister has got to leave Madras out. Madras also must be included.

Before I conclude I want to say that we see in the newspapers a news item that the Railway Ministry is going to dismantle the Mettupalayam-Ooty line. There are two lines in India, the Simla line and the Ooty-Mettupalayam line. I do not know what allergy they have got against this railway line because they always say that they will dismantle it. Here Members plead for new lines but our wonderful department is trying to dismantle the existing lines. They say that it is uneconomic. Why they do not apply the same formula to the Simla line, I want to ask the Minister.

Then, in Mettupalayam by the side of the railway line people have constructed some 200 houses and are living there for a long time, for 50 to 100 years. Now the Government has issued an order for their eviction. We are here to construct houses. During the emergency we are not allowing new constructions. But does that mean that we are here for the destruction of houses? So, I would ask the Minister to reconsider it and to allow the people in Mettupalayam to live in those houses.

SHRI A. P. SHARMA (Buxar): Sir, while supporting these Supplementary Demands placed by the Minister before this House, I would like to draw the attention of the Minister to a few assurances which he had given while replying to the Budget debate in this house. The most important assurances given by him, according to me, were two. One was that every Friday he would be devoting half a day for discussing the labour problems in his Ministry. That has not been done so far. I hope, after this reminder of mine, he will be doing it in future.

MR. DEPUTY-SPEAKER: Labour problem on the line?

SHRI A. P. SHARMA: Yes, Sir.

[Shri A.P. Sharma]

Secondly, he gave an assurance about working out a detailed scheme about workers' participation in management. That has also not been done so far. I hope, he will apply his mind afresh now and see that when ministries smaller than the Railway Ministry are proceeding with this Scheme and are implementing it, why this is not being done in the Railway Ministry.

While speaking on these Demands I want to draw the attention of the hon. Minister to the feeling expressed by my hon. friends from Bihar—Shri Nawal Kishore Sinha and Shri Bhagwat Jha Azad—whether the Minister has ever thought that there is a greater and better necessity for converting the metre-gauge line on the North-Eastern Railway which covers three States—Uttar Pradesh, Bihar and Assam. This had been assured perhaps by—I do not remember—this Minister but definitely by the previous Minister.

AN HON. MEMBER : He himself has assured in his letter.

SHIRI A.P. SHARMA : Shri Nawal Kishore Sinha was speaking about military strategy. I do not know whether military strategy or any important strategy that we can plan in this country can be greatly appreciated and needed anywhere more than in the North-Eastern Railway which covers the border areas of these three States. I do not want, like some other hon. Members, to point out about the running of the parallel broad-gauge line as between Bangalore and Guntakal. This is a parallel line which is going to be on the metre-gauge. Broad-gauge line will run parallel to it. Here, we are demanding the conversion of the metre-gauge line into broad-gauge line.

I hope, the hon. Minister will look round the whole country. I do not blame anybody. Anybody would do the same as the Minister is doing. But I would request him to look to the problem of these three States.

I want to again draw his attention to the suggestion made by my hon. friend Mr. Bhagwat Jha Azad about the Assam Mail.

Lastly, there is a small Light Railway in Bihar known as Arrah-Sasaram Light Railway. The survey has been conducted. I do not know the result of the survey. I know that even this narrow-gauge line is running at profit. Therefore, I would request the Railway Minister to take up this question also. Even if profit is the only criterion for converting narrow-gauge lines into broad-gauge lines, he can take this question.

With these words, I support the supplementary demands for grants of the Railways.

SHRIMATI JYOTSNA CHANDA (Cachar) : Mr. Deputy-Speaker, Sir, I do not like to say much. But about the list of lines which are going to be converted and which are going to be constructed, on p. 4 of the Supplementary Demands for Grants, no mention has been made regarding the conversion of N.F. Railway line, from Bongagaon to Assam, upto Tinsukhia.

MR. DEPUTY SPEAKER : That has been mentioned by Mr. Sharma.

SHRIMATI JYOTSNA CHANDA : I can also mention it. I expect the hon. Minister and the Railway Board to consider the strategic position of this area. But I am very sorry to find that it has not been included here.

During the Budget speech, the hon. Railway Minister said that metre-gauge lines would be converted into broad-gauge lines. But I do not find my railway line N.F. Railway here. I also want to bring to the notice of the hon. Minister that this being a life-line of the area, essential goods move there. But when I was in my district, in September, I find since April last no essential goods moved there. Not only my district suffers but, I think, Tripura, Mizo Hills, Manipur, Meghalaya all these districts suffer.

I also want to bring to his notice that the hill section line, Lumbini-Budarpur

which is the life-line of Tripura and Cachar is never improved. In this scientific age, I do not find any reason why it should not improve. The trains move at 10 miles per hour like a bullock-cart. This line should be improved. I do not like to say more. I hope, he will next time consider about the conversion of this railway line in my area.

श्री हुकमचन्द कच्छवाह (मुरैना) :
उपाध्यक्ष महोदय, अनुदानों की अनुपूरक मांगों पर हम चर्चा करने जा रहे हैं। मैं इन मांगों का समर्थन करता हूँ। इस मांग के अन्दर मध्य-प्रदेश में वेस्टर्न रेलवे में मऊ के अन्दर विस्तार के लिए तीस लाख खपए मांगे गये हैं। मैं कहना चाहता हूँ कि मऊ के विस्तार के साथ-साथ हमें रतलाम को भी नहीं भूलना चाहिए और साथ ही साथ उससे लगा दुभा उज्जैन भी है। इसके प्रतिरिक्त मऊ में सेना की छावनी है जिसके कारण काफी लोगों का आवागमन रतलाम होकर होता है परन्तु रतलाम में ठहरने की जो व्यवस्था है वह बहुत ही बिगड़ी हुई है। इसलिए सरकार से मेरा निवेदन है कि वहाँ पर लोगों के ठहरने की व्यवस्था ठीक प्रकार से बनाई जाये।

उपाध्यक्ष महोदय, मऊ लाइन पर मीटर गेज गाड़ी चलती है, इसको बदलकर ब्रॉड गेज में लाना चाहिए। रतलाम से कच्छवा तक इस लाइन को बनाना चाहिए। पश्चिमी नीमाड़, भाड़—ये बहुत पिछड़े हुए इलाके हैं इसलिए यहाँ पर रेलों की बहुत आवश्यकता है। बहुत दिनों से यह मांग की जा रही है लेकिन अभी तक इसकी पूरा नहीं किया गया है। अनेक वर्षों से मझी-मुला लाइन का काम चल रहा है। मैंने 1965 में एक प्रश्न किया था जिसके उत्तर में बताया गया था कि यह लाइन सन् 65 में चालू होने वाली है और

उसके बाद अब जोशी जी के बयान के उत्तर में बताया गया कि यह लाइन 1972 में चालू होगी। तो मैं जानना चाहता हूँ कि इसमें इतना अनावश्यक विलंब क्यों हो रहा है? मेरा निवेदन है कि गुना तक जो लाइन आ रही है उसको सिवपुरी तक जोड़ा जाये। इससे इसका महत्व बहुत बढ़ जायेगा। इसके साथ-साथ मझी-देवास को जोड़ा जाये। यह एक बहुत छोटा इलाका है लेकिन इससे इसका महत्व बहुत बढ़ जायेगा। इन्दौर एक बड़ा शहर है और इन्दौर से गुना तक जाने के लिए लोगों को उज्जैन से देवास होकर आना पड़ता है और इस प्रकार एक सम्बा चक्कर लगाना पड़ता है। इसलिए ऐसी व्यवस्था की जाये कि वे सीधे आ सकें।

अभी-अभी कुछ दिन पहले मन्त्री महोदय ने एक बहुत अच्छा वक्तव्य किया था कि जितनी भी छोटी लाइनें हैं उनको हम बड़ी लाइन में बदलने जा रहे हैं। इससे लोगों को बड़ी आशा और प्रसन्नता हुई थी। इस सम्बन्ध में मैं सुझाव देना चाहता हूँ कि मेरे अपने क्षेत्र मुरैना में एक छोटी लाइन है, जो छोटी गाड़ी वहाँ पर चलती है उसको लोग छुकछुक गाड़ी बोलते हैं, वह ग्वालियर से बामोड़, चोरा, सवलगढ़, सिवपुर तक जाती है, उसको बदलकर बड़ी लाइन बनाया जाये और उसको सवाई-माधोपुर तक जोड़ा जाये जिससे उसका सम्बन्ध राजस्थान तक हो जाये। यह ढाकुओ का एरिया है। इसकी तरफ सरकार को तुरन्त ध्यान देना चाहिए। वहाँ पर जो गाड़ी चलती है उसमें पानी और बिजली की कोई व्यवस्था नहीं होती है जिससे यात्रियों को बड़ी परेशानी का सामना करना पड़ता है। सरकार ने इस इलाके को पिछड़ा दुभा इलाका माना है इसलिए इसका विकास हो सके उसकी तरफ

[श्री हुकमचन्द कछवाय]

सरकार को ध्यान देना चाहिए। इसी प्रकार से पिछले कुछ दिनों से जनता की धीर से यह मांग हो रही है कि मुरेना में जो पंचायत जेल निकलती है उसको वहाँ पर ठहरना चाहिए। इससे सरकार की आमदनी भी बढ़ेगी।

इसके साथ-साथ मुझे एक बात की धीर सरकार का ध्यान धीर दिलाना है। गाड़ियों में धीर स्टेशनों पर जो खाने-पीने की व्यवस्था है वह बहुत गढ़बड़ है। जो व्यक्ति उसका ठेका लेते हैं वे स्वयं तो कुछ करते नहीं हैं बल्कि दूसरो को वह काम देकर मुनाफा कमाते हैं। मेरा निवेदन है कि इस खान-पान की व्यवस्था में क्रान्तिकारी परिवर्तन होना चाहिए। इसके अलावा जो लोग काम करते हैं ट्रालीज पर, होटलों में या स्टाल्स पर उनकी तनखाह बहुत कम होती है। मेरा सरकार से निवेदन है कि ये ठेके कोम्पार्टेक्टिव बेसिस पर दिये जायें, किसी प्राइवेट आदमी को न दिये जायें और जो लोग स्वयं काम करते हैं उनके नाम पर ठेका किया जाये। बम्बई से दिल्ली तक जनता गाड़ी चलती है, सभी गाड़ियों में खान-पान की व्यवस्था होती है लेकिन केवल एक गाड़ी ऐसी है जिसका काम एक प्राइवेट आदमी को दिया हुआ है और वह कोई व्यवस्था नहीं करता है बल्कि दूसरों को देता है। इसलिए मेरा कहना है कि इस सम्बन्ध में विशेष व्यवस्था की जाए ताकि इस स्थिति को सुधारा जा सके। आज जो व्यक्ति बम्बई में रहता है उसका ठेका रतलाम में होता है और एक-एक व्यक्ति को 12-12 ठेके दे दिए जाते हैं जबकि दूसरे लोगो को एक भी ठेका नहीं मिलता है। मेरे पास लोग आते हैं, मैं उनकी सिफारिश करता हूँ तो जनरल मैनेजर की तरफ से यह उत्तर दिया जाता

है कि हमारे हाथ में कोई व्यवस्था नहीं है, आप रेलवे बोर्ड को लिखेंगे तो अच्छा रहेगा। लेकिन जो लोग लेना चाहते हैं वह काफी रिक्वत देते हैं और कोई भी ठेका ले लेते हैं, चाहे वह खोबे का हो या ट्रावी का हो अथवा स्टालों का हो। मैं चाहता हूँ कि मंत्री महोदय इधर ध्यान दें ताकि इस स्थिति में सुधार हो सके।

SHRI R. V. SWAMINATHAN (Madurai) : From the explanatory memorandum of the Supplementary Demands for Grants (Railways), I find that there is a proposal to convert the Trivandrum-Quilon-Ernakulam line from metre gauge into broad gauge. I am very happy that the Government have come forward with this proposal because it is a very important one. At the same time, I find the statement which reads:

“Due to the highly restrictive capacity of the existing metre gauge line between Tenkasi and Quilon . .”

I would like to know what it means. According to this it appears that because there is some difficulty that they are experiencing in transporting goods from Tenkasi to Quilon, they want to go in for this conversion. We want this conversion should take place for this and for many other important reasons too. But I would like to know whether transshipment between Tenkasi and Quilon is going to be abandoned because of this, and also whether the transshipment between Madurai and Trivandrum is going to be abandoned? And for that matter, what about the transshipment of goods from Madras to Trivandrum via this line. If that is going to be the case, then I think that it is a wrong thing, and it is a wrong idea which the railways are having.

There is also a proposal to convert the metre gauge line from Karur to Dindigul and Madurai and take it to Tuticorin. While there has been some mention about the conversion of the line in other parts nothing has been mentioned in the explanatory memorandum

about the conversion of Karur-Dindigul-Madurai to Tuticorin broad gauge line. When they are converting the line up to Madurai, it is only a short distance from Madurai to Quilon. I hope, therefore, that the Railways would think of converting the entire line into broad gauge, that is Madurai-Tenkasi-Quilon line and also Madurai-Tuticorin line. There is also a proposal to link Kanyakumari with Trivandrum and also with Tirunelveli. I would request the hon. Minister to look into these things also.

I am happy that Government are coming forward with the proposal to go ahead with the electrification of the Madras-Vijayawada line. That is very necessary, because of the traffic congestion and also to avoid the delay in the train times for three to four hours. There is delay in every movement due to non-electrification. In this connection, I would urge the hon. Minister to take up the electrification of the Southern sector beyond Villupuram. At present, the electrification is there only from Madras to Villupuram. I would request the hon. Minister to extend the electrification from Villupuram to Tiruchirappalli. Unless Government come forward to convert the entire metre gauge line from Madras-Trivandrum via Tiruchirappalli and Madurai they cannot solve the transshipment problem. This is something of paramount importance.

The hon. Minister has come forward with proposals for construction of many new lines. But nothing in Tamil Nadu. I would invite his attention to the demand for many new lines from Tamil Nadu also. For instance, there is a demand for the public for a line from Madurai to Karaikkudi via Melur and line between Salem and Tiruchirappalli via Rasipuram and Namakkal. I am very happy that the hon. Minister has got affection for the people of Tamil Nadu. I am happy that he is going to connect Guntakal with Bangalore by a broad gauge line. But at the same time he must show some consideration for the Tamil Nadu people for whom he says he has a lot of affection

and he should consider favourably the demands for these new lines also from Tamil Nadu.

MR. DEPUTY-SPEAKER: I have been informed that the statement by the Defence Minister will be made at 1.10 P.M. and not at 1 P.M. We will have a few more speakers.

SHRI BANAMALI PATNAIK (Puri): I would like to remind the hon. Railway Minister of the promise he gave to the Members of Orissa to construct a new line in Orissa from Banspani in Keonjhar district to Jakhpura on the main line. The area covered including Sinhbhum is the Ruhr of India. This is a mining area full of rich grade iron ores, nickel, manganese and chrome. But at present it is without any communication and so it cannot develop. We have now the Paradeep port. I congratulate the hon. Minister on expediting the construction of a rail link to Paradeep. But unless the mining area is connected with the main line, there will be difficulty for transporting ores. Now the Orissa Mining Corporation is supplying ore to Japan through MMTC, but the Railway is not able to transport the required quality of ore to the port. Everyday a thousand or more tonnes of ore are carried by truck by road. This causes damage to the road. In that way, there is a loss to the road of Rs. 3-4 crores because this amount has to be spent to repair the road. Not only that, there is the loading and unloading problem which causes double expenditure on that score.

For the convenience of transport, the MMTC had requested to extend the Railway line from Banspani to Jerudi so that the mining operation could be conducted without any transport problem being faced immediately. Similarly there was a proposal to have a line from Jakhpura to Dubri by the Orissa Government through the Mining Corporation. This is pending the final construction of the Jakhpura-Banspani line. It would save a lot of money which would otherwise have to be spent on road transport,

[Shri Banamali Patnaik]

Previously there was a proposal to have a line from Talcher to Vinagarh. But it was found uneconomical by the railways. As regards the area from Jakhpura to Banspani, if there is no communication, it cannot develop. So a railway connection is very necessary. It is said there is no traffic potential. But this argument is like putting the cart before the horse. Unless you give a line there cannot be any.

I would therefore, again urge upon the Minister to consider opening a new line from Jakhpura to Banspani so that this mineral area can be developed.

The mining areas of Malangatoli Naya-garh, Gandharwarda and Sukinda will have an outlet. It will not stand in the way of the development of Haldia port. There is no possibility of handling ore at the Calcutta port. So ore has to be transported either to Haldia or to Paradeep.

The district of Singhbhum which is in Bihar is also full of iron ore. But now it cannot be transported. The Banspani line will connect this. It has to be linked through this line, as has been suggested by Shri Nawal Kishore Sinha.

If you look at the figures, you will find since the railway is not able to cope with the transport, we have to resort to road transport. But we are losing every day Rs. 13 per tonne on road transport. This is being subsidised. This is a national loss. If a total of 14 million tonnes has to be transported in this way, we can calculate the total loss. This money can be saved and ploughed back for the railways and spent on the construction of the railway line.

Sir another point may be considered. The ex-Maharaja of Mayurbhanj had constructed a narrow gauge line from Rupa to Bangripusa and the ex-Maharaja of Parikemedi had constructed a narrow gauge line from Naupara to Gunpur. Since it is not economic to run

these two lines as they are, they should be converted into broad gauge so that the entire area can be developed. This area is predominantly a tribal area and full of forests and other potentials. Ultimately these two lines if converted into broad gauge have to connect Baugripusi with Raisingpur, connecting Tata and Gunapur, connecting Royagada which is fast developing into an Industrial Centre in Orissa. These should be done in the interest of the backward regions.

These are the two proposals which I am placing before the Minister and I hope he will take expeditious action to implement them in the interest of backward regions ultimately for national gain.

13.00 hrs.

श्री विभूति मिश्र (मोतीहारी) : मंत्री महोदय को मैं धन्यवाद देता हूँ कि वह बहुत मजबूत कदम उठा रहे हैं। तीन छोटी लाइनों को वे बड़ी लाइनों में तब्दील कर रहे हैं। दो साउथ में हैं और एक गुजरात में है लेकिन हम लोग जो नार्थ बिहार में रहते हैं उन लोगों के पास छोटी लाइन है, कोई बड़ी लाइन नहीं है। समस्तीपुर से मुजफ्फरपुर मोतीहारी, रक्सौल होते हुए नरकटियागंज तक वा मोतीहारी से सीधे बगहा तक जो छोटी लाइन है, इसको मैं प्रार्थना करता हूँ कि बड़ी लाइन में तब्दील कर दिया जाए। यह चीज बहुत दिनों से चली आ रही है। मैंने मंत्री जी को इसके बारे में पत्र भी लिखा है। लेकिन न मालूम कितना समय उनको लगेगा इसका उत्तर देने में या इसको करने में यंत्रक योजना भी वहाँ बन गई है। उसका भी सामान काफी पैदा होगा। मुजफ्फरपुर से से जाने के बाद अगर आपको जरूरत पड़ेगी तो सीधे लखनऊ की ओर इस लाइन से निजा सकते हैं। वहाँ तक एक लाइन, बड़ी

साइन हो जाए, वह बांध कई बार की जा चुकी है। मैं प्रार्थना करता हूँ कि इस पर तुरन्त ध्यान दिया जाए। दो घण्टे साउथ में और एक गुजरात में बड़ी लाइनें दे रहे हैं। मैं प्रार्थना करता हूँ कि उत्तर-बिहार को भी ज़रा ध्यान ख्याल में रखें। मैं चाहता हूँ कि अगले बजट चलकर देखें, सफ़र करके देखें कि यात्रियों की कितनी तकलीफ़ होती है।

हमारे यहां जूट के दाम बहुत गिर गए थे और उसका कारण यह था कि हम लोगों के यहां कोई डायरेक्ट लाइन कलकत्ता जाने वाली नहीं थी। यह भी एक दिक्कत हम लोगों को है। उत्तर-बिहार वालों के लिए मार्किट कलकत्ता ही है और कलकत्ता जाने के लिए हमारे पास बड़ी लाइन नहीं है। हम बोर्ड पर भी हैं। इसलिए भेरी यह मांग है कि मंत्री महोदय इस काम को भी करें। छोटी लाइन को बड़ी लाइन में तब्दील कर दें।

यही मेरा कहना है। मैंने तीन मिनट से भी कम समय में अपना भाषण समाप्त कर दिया है।

SHRI C. M. STEPHEN (Muvattupuzha): Mr. Deputy-Speaker, Sir, I rise with a feeling of genuine pleasure and gratification to support the supplementary demands for grants. My joy arises from two considerations: one is, looking at the performance of the railways in retrospect, from the date of the last budget; I had the occasion to commend them on many points of achievement. At the present juncture, I do support these demands, because the railways according to me, are performing a really grand job; they are bearing the brunt of the defence requirements, transporting men, goods and armaments on the one side, without dislocating in the least the lines which are to run to meet the civilian requirements on the other. This is a ma-

ttar on which I take this opportunity to compliment the railway administration.

Secondly, looking in retrospect, I find that the Minister has succeeded in fulfilling certain targets they placed before this House. The measure in which the punctuality is being observed is one of them. Another thing is, the supplementary demands take into account certain commitments they made last time. There is one item on which I am particularly happy. I refer to the proposal for the conversion of the metre gauge line from Ernakulam to Trivandrum. This is a demand which has been in the air for quite a long time, and it had been falling on deaf ears. In the budget which was presented before this House last time, there was a mention about this, and there was a vague promise that this matter would be attended to. I am happy that the matter has been taken up. It is assuming shape, and Rs. 13 crores is being demanded for this purpose. But may I say that this is the beginning of certain other things with respect to that area also? It was in 1958 that this metre-gauge line from Ernakulam to Quilon was laid and opened, and at that time, it was a moot point whether it was a remunerative line. Experience of the past 13 years has shown that this is not only remunerative but highly remunerative, and that the area presents a fertile ground for the railways. I take this opportunity to appeal to the railway administration and to the Railway Minister to take into consideration the special needs and requirements of that area in the interest of the people of that area and in the interests of the railway itself. Here is a field for the Railways to come in. When this broadgauge is coming in other things would be following suit. Railway stations would have to come in. All the stations are ante-diluvian and dilapidated; renovation has to take place. Divisional headquarters will have to be established there in order that the needs of that area may be attended to. There is not even a workshop in that area. Workshop is an absolute necessity because of the pressure of traffic and flowing in of more railways. There is not even a major store depot in that area; it has got to be provided. There

[Shri C. M. Stephen]

is not even a scrap depot there; the scrap has to be sold out. This will have to be attended to.

I am saying so only because there is heavy traffic in that area; it is acknowledged. Therefrom it follows that the other requirements will have to be attended to. Taking into consideration the way in which the local needs and local demands were being responded to, I rest with the confidence that the Railway Administration will take note of these consequential demands and will certainly attend to them. With this feeling of satisfaction and hope I support the demands with full compliments to the Railway Administration.

श्री रामाबलार शास्त्री (पटना) : इन अनुपूरक मांगों के द्वारा नई रेलवे लाइनों के निर्माण के लिए राशि मांगी जा रही है। इस खिलसिले में मेरा निवेदन है कि बिहार में दो छोटी लाइनें हैं। एक का जिक्र शर्मा जी ने किया है। एक फतुहा से इस्लामपुर है और दूसरी धारा से सहस्रराम तक है। जैसा कि आपने सुना दोनों रेलवे लाइनें युनाफे पर चल रही हैं लेकिन फिर भी इनको बन्द करने की सखिष की जा रही है। एक तरफ तो आप नई लाइनें बिछाना चाहते हैं और दूसरी तरफ पुरानी लाइनों को बन्द करना चाहते हैं। ये दोनों बातें साथ-साथ नहीं चल सकती हैं। नई लाइनें आप बनायें लेकिन पुरानी लाइनें आप तोड़ें नहीं, उनको भी चालू रखें। अगर उनके मालिक उनको बसाने के लिए तैयार न हों तो उनको आप अपने हाथ में ले लें ताकि रेल मजदूर बेकार न हों, उनके हजारों आश्रितों के सामने खुलमारी का सवाल न पैदा हो और इस इलाके के विकास में किसी प्रकार की रुकावट न आए।

पटना से गया 56 मील है और पूर्वी रेलवे में गया से पटना तक की लाइन को

बन्द करने की बात बहुत दिनों से चल रही है। उस लाइन पर यात्री बहुत चलते हैं। एक लाइन के रहने से जो बड़ी तेज चलने वाली गाड़ियां हैं वे बहुत लेट हो जाती हैं। मेरा निवेदन है कि उसे बन्द किया जाए ताकि रेलवे का आवागमन बन्द न हो और उस इलाके के लोगों को सुविधा हो। खास तौर से जो सरकारी कर्मचारी दफ्तरों में जाते हैं, वे इस कारण से लेट हो जाते हैं और सरकार उनके खिलाफ कार्यवाही करती है।

बरोनी, गरहरा, धनबाद, कुसुन्डा, टाटानगर, गोरखपुर, इंटेग्रल कोच फैक्ट्री, मद्रास गुन्तकल आदि जगहों में रेल मजदूरों के खिलाफ कार्रवाई की गई है, उन्हें सस्पेंड किया गया है। सात हजार से ज्यादा लोगों का ब्रैक इन सविस् हो गया है। बहुत से लोगो पर मुकद्दमे चल रहे हैं। अभी पचास से ज्यादा पार्लियामेंट के मेम्बरों ने, जिनमें दोनों तरफ के एम० पी० हैं, रेल मंत्री को एक पत्र लिखा है जिसमें मांग की है कि इन तमाम कार्यवाहियों को खत्म किया जाए ताकि रेल मजदूर जोश के साथ देश की सुरक्षा के कामों में हाथ बटा सके, पाकिस्तानी हमलाबंदों के दाँत खट्टे कर सके। मेरा निवेदन है कि इन तमाम बिम्बिटमाइजेशन के केसिल को खत्म किया जाए और रेल मंत्री रेल कर्मचारियों को एक नया उत्साह प्रदान करें।

13.9 hrs.

STATEMENT RE. LATEST POSITION ABOUT PAKISTAN AGGRESSION ON INDIA

THE MINISTER OF DEFENCE (SHRI JAGJIVAN RAM): The Hon'ble Members will recall the statement I made in this House in the afternoon on December 4th. I had then said that the Pakistani objective of inflicting substantial damage on us