

Conscious of the close historical and cultural affinities between the peoples of India and Bangladesh, the two Prime Ministers decide that concrete steps should be taken by the appropriate agencies of the two Governments to strengthen cultural relations between the two countries. The two Prime Ministers direct that the concerned authorities of the two Governments should undertake immediate discussions for the signing of a bilateral agreement on cultural, scientific and technological cooperation.

The two Prime Ministers are fully satisfied at the progress made and the concrete results achieved during their talks at Dacca and express the hope that these understandings and agreements would constitute a sound and durable basis for cooperation between India Bangladesh for the mutual benefit and prosperity of the two countries.

The Prime Minister of India thanks the Minister of Bangladesh for the hospitality, affection and kindness shown to her and her colleagues by the Prime Minister and Begum Mujibur Rahman, the Government and the people of Bangladesh during her visit to Dacca. The Prime Minister of Bangladesh expressed satisfaction that the Prime Minister of India found time in spite of her many preoccupations to visit Bangladesh.

The two Prime Ministers express the conviction that the bonds of fraternity and friendship forged during the freedom struggle of Bangladesh and cemented by the sacrifices made by the peoples of both the countries, shall continue to grow and become a vital factor in strengthening the forces of peace and progress in Asia and the world.

Sd-SMT. INDIRA GANDHI
For the Republic of India

Sd-SHEIKH MUJIBUR RAHMAN
For the People's Republic of Bangladesh

DR. RANEN SEN (Barasat) : We are not satisfied. She should narrate a little bit of her experience in Bangla Desh. We are crying for it.

MR. SPEAKER : Every thing has appeared in the radio, T V and so on.

SHRI S. M. BANERJEE (Kanpur) : The newspaper reports are something; but her narration is some thing different.

SHRI PILOO MODY (Godhra) : Her personal experience.

MR. SPEAKER : We will have to request her to come to the Central Hall some time.

Dr. RANEN SEN : Agreed.

SHRI S. M. BANERJEE : That may done in the Central Hall. But Sardar Swaran Singh can narrate his experience here.

MR. SPEAKER : For the present, we confine our selves to the Railway Budget.

12.47 hours.

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

SHRI K. RAMAKRISHNA REDDY (Nalgonda) : At the outset, I heartily congratulate Shri Hanumanthaiya, the Railway Minister, on presenting us a surplus budget this year, and I expect that in future he will be able to achieve a profit also. I also congratulate the railwaymen and the officers who have worked hard and whose performance in the recent Indo-Pak war was excellent. But for their hard work and sacrifices, we could not come out so victorious.

As regards punctuality, the railways have worked very hard and have given a good account of themselves for which also they deserve the congratulations of the House.

[Shri K. Ramakrishna Reddy]

The Railway Administration is now divided into nine zones, Central, Eastern, Southern, Western, South Central, North-Eastern, North-Frontier, Northern and South-Eastern. The budget proposals presented by the Hon. Minister clearly state that major importance has been given to the conversion of metre-gauge into broad gauges rather than to opening new lines. Years ago, the Mackay Committee had recommended nearly a thousand miles new lines a year. But since 25 years ago not a single inch has been laid in the unfortunate Andhra Pradesh. There has been a big demand for laying a line from Nadikudi to Secunderabad. A survey had been ordered long ago. The report has been received in the Railway Board. It is the cheapest line, but still it has not been implemented. It connects the headquarters of the district of Nalgonda and the mighty Project of Nagarjunasagar which after completion help in producing more than Rs 100 crores worth of rice and sugar which will have to be marketed. But no transport facilities are provided for the project. Ten years back some metre gauge railways were opened, and now you want to convert them into broad gauge. It is, I think, a criminal waste at this juncture. The first preference should be given to the opening of new lines where the people are demanding a new line and where there is no line at all. Without giving preference to this, where there is already a line you want to convert and standardise it into broad gauge. I think it would be proper that the hon. Minister should consider this issue very carefully and modify the programme in his budget by providing for new lines rather than for conversion of old lines.

About the Rajdhani Express. Only air conditioned coaches are attached, and there is no provision for ordinary III class coaches. I am told that if more coaches are attached, the speed of 120 km. per hour will have to be shortened. By this only rich people are getting these facilities, and you are thinking that for every State

capital, one more Rajdhani Express should be introduced. When there is no provision for the poor and the needy, I do not think importance need be given to the Rajdhani Expresses. If by reducing the speed by 10 km. per hour, nine more coaches could be attached, it would be better, and so special attention should be given to this aspect of the matter.

I find that in long-distance express trains, there are as many as 14 coaches consisting of air conditioned I Class, AC-III Chair Cars, I class, II class, III class (Three tier) and III Class (II tier), etc. But all the person who travel in the night from 9 p.m. to 6 am. should be automatically provided with sleeper coaches. Instead of providing large funds for air-conditioned I Class and AC Chair Cars, in Rajdhani Express, preference should be given for third class passengers who travel in the night by providing every one of them with sleeper accommodation. I hope the hon. Minister will consider this issue very carefully and provide for it in this budget, even by cutting the high speed of the express trains.

One more thing. That is about mismanagement. The Kottavalasa-Kirandul line was completed four years back. But within four years, it has become unserviceable and the hon. Minister has asked for a renewal of the track to the extent of Rs. 4 crores or so. The average age of a railway line is about 30 to 35 years. While that is so, is this not mismanagement? Who is responsible for the situation where within a period of four years, the sleepers have gone bad, and what action have you taken against the persons concerned? Who is responsible for this? Again you have come before the House for a grant. If the hon. Minister wants to take up a line, he immediately, straightway, orders one, and if he does not want a line, it just lies there. Surveys have been made for hundreds of new lines and yet no action has been taken and they are gathering dust. Why should the engineering section in the railways continue if you have not taken up any

work at all on the report of new surveys ? The Minister should think about it very carefully.

Then, there is so much of duplication in the railway organisation. There is lot of propaganda done about family planning, publicity work and other things which are being undertaken in the Northern Railway headquarters at Delhi. The same thing is being done in other railways also. When it is done in the Ministry or at the headquarters of other railways, there is no reason, why it should be duplicated in the Ministry or in other departments of the railways.

In the same way, I am told that for supplying the materials, there are organisations in the United Kingdom, the USA, Germany and Japan. But when the materials are not coming at all, where is the question of retaining such organisations and incurring a burden of expenditure on them ? The hon. Minister has taken up the Bangalore-Guntakal line; I do not think it is viable, and to make it viable he has enhanced the rates and fares.

But I want to know on what date the approval of this august House has been taken. If it has not been taken, are you competent to do it ? I think the hon. Minister should clearly mention in his reply the date on which the House approved Guntakal-Bangalore enhanced freight and fares proposal. If it has not been taken, why ? I want to point out that not a single inch—I am not saying, not a mile, but not an inch—of new railway line had been laid in Andhra Pradesh in 25 years of Independence. In the recent zonal committee meeting in Parliament House Members from Andhra Pradesh requested him to give some new lines and to give first preference to Nadikudy Bibinagar line. The hon. Minister was kind enough to say that after the Bangla Desh issue was solved he would look into it. But in this budget also we are not going to get this new line.

In the matter of electrification also, the Central Railway gets 606 km. Eastern gets 1208 km. Western 60 km. Northern 352 but South Central gets nil. There is also no dieselisation in South Central. Only Dakshin Express is there. In Mysore, Brindavan and some others are given diesel. When he came to Hyderabad he promised to do something but when we see the budget we are surprised that not a single inch has been provided for in Andhra. You are not looking after a person who has not one meal a day but you are looking after persons who live luxuriously; similarly you are not thinking of new lines but of conversion of metre-gauge to broad-gauge. Babu Jagjivan Ram is here. This line was promised, when he was the Railway Minister. When he came to Tipparthi of Nalgonda district, he said he would order a survey. But Hanumanthaiyaji has not done anything with regard to the above line. This project has not even been approved. He should stop the conversion from metre-gauge to broad-gauge and use those funds for new lines as per the unanimous opinion of the Informal Zonal Committee of the South Central Railway. I hope and trust the hon. Minister will pay special attention towards the points that I have raised and will not give any opportunity to complain in future.

MR. SPEAKER : At what time would the hon. Minister like to reply ?

SHRI HANUMANTHAIYA : At 4.30 or 5.

MR. SPEAKER : Congress (O) has got 14 minutes, unattached Members have got 15 minutes.

श्री राम चन्द्र बिकल (बागपत) :
 अध्यक्ष महोदय, मैं आपका धामार प्रकट करता हूँ आपने मुझे इस रेलवे बजट पर बोलने की आज्ञा दी है।

अध्यक्ष महोदय : माननीय सदस्य
भाषण लच के बाद जारी रखेंगे।

13 hrs

*The Lok Sabha adjourned for
Lunch till Fourteen of the Clock*

*The Lok Sabha re-assembled after Lunch
at five minutes past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

REVOCATION OF PROCLAMATIONS IN RELATION TO MANIPUR AND WEST BENGAL

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS (SHRI
K C PANT) Sir, I beg to lay on the Table
a copy each of the following papers (Hindi
and English versions) under article 356(3)
of the Constitution

- (1) Proclamation dated the 20th March 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 21st January, 1972 in relation to the State of Manipur, published in Notification No GSR 198(F) in Gazette of India dated the 20th March, 1972. [Placed in Library See No. LT-1464/72]
- (2) Proclamation dated the 20th March 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 29th June, 1971 in relation to the State of West Bengal, published in Notification No GSR 199(E) in Gazette of India dated the 20th March, 1972 [Placed in Library See No LT-1465/72]

14 07 hrs.

RE ALLEGED MURDER OF A MEM- BER OF BIHAR LEGISLATIVE ASSEMBLY—Contd.

श्री रामावतार शास्त्री (पटना) : उपा-
ध्यक्ष महोदय, आप ने अखबारों में पढ़ा होगा
कि कल पटना से सी० पी० आई० के न्यूसी

इलैक्टेड मेम्बर श्री मन्जूर हसन खा को
डे-लाइट में गोली मार दी गई। आज
मुझे खबर लगी है कि इस सिलसिले में जो
कांग्रेस के उम्मीदवार उनके खिलाफ लड़े थे
और हार गये थे, उनको रामगढ़ से गिरफ्तार
कर लिया गया है। हम लोगो का सन्देह
है कि इसकी इन्क्वायरी बहा की सरकार
ठीक से नहीं करा सकेगी

MR DEPUTY-SPEAKER What does
he want to say on this? This relates to
law and order

श्री रामावतार शास्त्री मैं अभी लेटेस्ट
बात बता रहा हूँ

MR DEPUTY SPEAKER I think he
raised this question in the forenoon also
It relates to the question of law and order
in the State of Bihar It has already gone
on record when he raised it earlier

श्री रामावतार शास्त्री : जो मैं कह
रहा हूँ आप उसको सुन लीजिये। यह गिर-
फ्तारी कल रात को हुई है, हालांकि बहा के
लोकल आफिशियल्स उनको गिरफ्तार
नहीं करना चाहते थे। रामगढ़ क्षेत्र से
कांग्रेस के उम्मीदवार श्री बादलाल अग्रवाल
थे जो बहुत नोटोरियस हैं और माइन-
ओनर भी है। हमें सन्देह है कि इसकी
ठीक से इन्क्वायरी नहीं होगी, इसलिये हम
चाहते हैं कि होम मिनिस्ट्री अपने जरिये या
सी० पी० आई० के जरिये या किसी दूसरे
चैनल से इसकी इन्क्वायरी कराये ताकि
जो कल्लिफ है उनको पकड़ा जा सके, वना
जस्टिस नहीं होगी, और यह हालत पैदा
हो गई है कि हमारी और आप की लाइफ
सेफ नहीं।

14 08 hrs.

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

श्री रास बन्धु बिकल (बागपत) उपा-
ध्यक्ष महोदय, रेल बजट पर कई दोष