

14.34 hrs.

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1969-70—**  
Contd.

**MR. CHAIRMAN:** Now we take up further discussion on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1969-70.

**SHRI J. M. BISWAS (Bankaura):** On a point of order. My point is that the present Railway Minister Dr. Ram Subhag Singh, who was very much opposed to our newly elected President . . . (Interruption)

**MR. CHAIRMAN:** You are bringing an outside matter.

**SHRI J. M. BISWAS:** My point is that this subject, namely the Demands for Grants pertaining to Railways, should not be discussed in the House till such time that this Minister is changed. So long as he is the Minister, this subject should not be discussed in the House.

**MR. CHAIRMAN:** There is no point of order here.

**श्री श्रीम प्रकाश त्यागी (मुरादाबाद) :** मेरा पोइन्ट ऑफ़ आर्डर यह है कि कांग्रेस नौमिनी हार चुका है इसलिये कांग्रेस खत्म हो जाती है, औटोमेटिकली गवर्नमेंट को रिजाइन करना चाहिये। नई सरकार बननी चाहिये।

**MR. CHAIRMAN:** There is no point of order.

**श्री जनेश्वर निष (फुजपुर) :** हम भी यही चाहते हैं, सभापति जी।

**श्री मधु सिन्घ (मूंगेर) :** मेरा निवेदन है कि यह अतिरिक्त खर्च के लिए दरखास्त करने के लिए सदन के सामने आये हैं। लेकिन क्यों अतिरिक्त खर्च के लिये हम पैसा दें। आज ऐसी विचित्र हालत हो गयी है कि इस सरकार

के अन्दर कुछ व्यक्तियों का रहना एकदम अनुचित है और कुछ व्यक्तियों का कांग्रेस में रहना अनुचित हो गया क्योंकि कुछ व्यक्तियों ने कांग्रेस के खिलाफ बगावत की।\*

**MR. CHAIRMAN:** This will not be taken down. This is no point of order.

**श्री लखन लाल कपूर (फ़िशनगंज) :** सभापति जी, जो मांगें पेश की गयी हैं मैं उनका विरोध करता हूँ। इस में चार रेलवेज में सर्वे कार्य करने के लिये मांगें की गई हैं। मुझे इस बात का आश्चर्य है कि 250 किलोमीटर की भटनी से बरौनी तक की मीटर गेज की ब्रोड गेज में परिणित करने के एक सर्वे की योजना थी, उसके लिये चार लाख ६० रखे गये हैं। इसी तरह से सैन्ट्रल रेलवे में करीब 214 किलोमीटर की लाइन के सर्वे के लिये 23 लाख 39 हजार ६० की मांग की गयी और साथ ही साथ एन० एफ० रेलवे में भवनगर से हरताला तक 193 किलोमीटर लम्बी रेलवे लाइन के सर्वे की मांग करते हैं जिसके लिये 12 लाख 90 हजार रुपये मांगा गया है। इसी तरह से कुछ वेस्टर्न रेलवे में भी है। मैं समझता हूँ कि जिस तरह से यह रुपये मांगे जा रहे हैं सर्वे के लिये, मैं नहीं समझता कि इसके लिये अलग से स्टाफ और इंजीनियर रखने की क्या जरूरत है। जो रेलवे का परमानेंट स्टाफ है वही एक जगह से दूसरी जगह जाकर यह काम कर सकता है। इसलिये मैं समझता हूँ कि इतने रुपये नहीं खर्च होने चाहिये। ऐसा लगता है कि इस कार्य के लिये जो ऐंस्टीमेट बनाये जा रहे हैं उनके पीछे कुछ और ही बात हो सकती है। अतः इस तरह से खामख्वाह पैसा स्टाफ और अधिकारियों पर खर्च किया जाय यह उचित प्रतीत नहीं होता। जो काम लाख रुपये में हो सकता है उस पर सरकारी कर्मचारियों द्वारा 10 लाख रुपये खर्च किये जाते हैं। इसलिये मैं इसका विरोध करता हूँ।

कल में कह रहा था कि असम, उत्तरी बंगाल, नेफा, नागालैंड, सिक्किम, भूटान और बिहार का वह उत्तरी हिस्सा जो इस देश के लिये सुरक्षा की दृष्टि से बहुत ही महत्वपूर्ण है तथा आर्थिक दृष्टिकोण से भी असम और बिहार का उत्तरी हिस्सा और बंगाल के उत्तरी हिस्से का भी महत्व है, इनकी ओर जो सरकार का ध्यान जाना चाहिये वह नहीं जा रहा है। जब कि मैं समझता हूँ कि सुरक्षात्मक दृष्टिकोण से एक तरफ चीन है, दूसरी तरफ ईस्ट पाकिस्तान है, उसके अन्दर नेपाल भी आता है, ऐसी जगहों के लिये सरकार की तरफ से उचित ध्यान दिया जाना चाहिये, उन हिस्सों की उन्नति के लिये ज्यादा खर्च करना चाहिये, लाइनें बिछानी चाहियें, मोटर गेज की ब्रोड गेज में चेंज करना चाहिये, वैसा नहीं किया जा रहा है।

बरोनी से लेकर कटिहार तक 180 किलोमीटर लाइन बिछाने के लिये वर्यो लग गये हैं और मानूँ नहीं कि कब से मोटर गेज का स्थान बड़ी लाइन लेगी। इसी तरह से जो राजेन्द्र पुल बना हुआ है मुकामा और बरोनी के बीच में, आज उस पर इतना लोड बढ़ गया है कि जिनकी कल्पना 10 वर्ष पहले नहीं की जा सकती थी। उस पर इकहरी लाइन है और वहाँ इतना ट्रैफिक का बोझलनैक हो जाता है कि एक-एक घंटे गाड़ी डिटेल कर के लाइन लेनी पड़ती है। इसलिये मैं मांग करता हूँ कि राजेन्द्र ब्रिज पर दोहरी लाइन बिछानी चाहिये।

इसी तरह से मैंने कटिहार का जिक्र किया था और उसी के साथ-साथ आप फरक्का बराज बना रहे हैं गंगा के ऊपर जो वर्षों से बना रहे हैं। जिस काम को प्राईवेट कम्पनियां जल्दी बना लेती हैं उसको सरकारी आदमियों द्वारा बनाने में वर्षों लगा दिये जाते हैं। हर साल करोड़ों रुपया घाटसिंह करने में बरबाद हो जाता है। अगर वह बराज बन जाता है तो कलकत्ता से डायरेक्ट बराये गांव, सिलिगुरी और न्यू जलपायगुरी तक बड़ी लाइन ले जा सकते

हैं और वहाँ के लोड को हल्का कर सकते हैं। लेकिन सरकार की तरफ से, मुलाजिमों की तरफ से ढिलाई की जा रही है, फरक्का बराज में ढिले की जा रही है और काफ़ी अव्यय हो रहा है। इसको रोकना चाहिये था, लेकिन वह नहीं रोका जा रहा है। इसलिये मैं मंत्री महोदय से चाहता हूँ कि वह इस बात पर ध्यान दें और फरक्का बराज बनाने में तेजी लावें जिससे उस हिस्से का विकास हो सके।

कल मैंने कटिहार के बारे में कहा था कि वह एक ऐसा स्टेशन है कि पूर्वोत्तर भारत में उतना बड़ा और कोई स्टेशन नहीं है। वहाँ से 100 से ऊपर गाड़ियां रोज आती जाती हैं। वह स्टेशन बहुत पुराना हो गया है और इतनी भीड़ हो गयी है कि वहाँ पैसेन्जर्स के लिये कोई सुविधा का इन्तजाम नहीं है और बहुत सी गाड़ियां विलम्ब से चलती हैं। इसलिये उस स्टेशन में आमूल परिवर्तन करना चाहिये जिससे काफी तेजी से माल गाड़ियां, एक्सप्रेस और पैसेन्जर गाड़ियां चला सकें और वहाँ के आर्थिक विकास में कुछ सहायता पहुंचा सकें और सुरक्षा के दृष्टिकोण से अपनी सेना और उसके लिये आवश्यक माज सामान जल्दी से बार्डर पर भेज सकें।

**श्री भोलानाथ मास्टर (अलवर) :** सभापति जी, मैं संक्षेप में दो, तीन बातें कहना चाहता हूँ, और वे यह हैं कि राजस्थान एक ऐसा राज्य है जिस में आजादी से पहले अपने अपने राज्यों की रेलवे लाइनें थीं। जब भारत आजाद हुआ और रेलवे केन्द्रीय विषय बना तो सब रेलें केन्द्रीय सरकार को हो गयीं। लेकिन कुछ ऐसे राज्य थे जो कि अपनी स्कीम बनाये हुए थे और चाहते थे कि हम नई रेलवे शुरू करें, उन के फंड्स भी थे। लेकिन वे फंड सब के सब केन्द्रीय सरकार के पास आ गये। जैसे तेलंगाना वगैरह का एजेंटेशन चल रहा है इसी तरह से पुराने राज्यों में जहाँ इस प्रकार के फंड्स थे या सर्वे किये गये थे वे सब अब दुबारा

[श्री भोलानाथ मास्टर]

मांग करने लगे हैं कि हमारे उन फंड्स का जो रेलवे के लिये रखे गये थे, उन का उपयोग होना चाहिये ।

इसलिये मैं मंत्री जी से निवेदन करना चाहता हूँ कि अलवर और भरतपुर को या छोटे से छोटे रूट को मथुरा से बड़ी लाइन से जोड़ा जाना चाहिये क्यों कि सर्वे के लिये आप ने पैसा रखा है । इसलिये मैं आपके सामने जो निवेदन करना चाहता हूँ वह यह है कि मुझे रेलवे मंत्री श्री पुनाचा साहब ने लिखा था :

The proposal has also not been recommended by the Rajasthan Government for construction during the Fourth Five Year Plan.

लेकिन मैं आप के सामने मार्च 26, 1968 का राजस्थान के मुख्य मंत्री श्री सुखाड़ि का पत्र पढ़ना चाहता हूँ :

The Chief Minister had recommended this: 'One of the serious disadvantages we are experiencing in the matter of development of commerce and industry in most parts of this State is the serious deficiency in the broad gauge rail connections. I would however suggest that general survey of the proposed railway line between Bharatpur and Alwar may be commenced straightway and thereafter a suitable phased programme drawn up for the construction of this railway line. I shall be grateful . . .'

और फिर वह आगे कहते हैं मंत्री महोदय से मेरा निवेदन है कि वह हमारे ऊपर मेहरबाग रहे हैं, थोड़ी मेहरबानी और कर दें जिस से हम भी अपनी पुरानी रियासत की कुछ बात कह सकें ।

मैंने एक छो से स्टेशन के लिये कहा था । खाटूहास पुंजेरा और रेवाड़ी कार्ड के बीच

में आता है । वह भी मैंने पार्लिटिकल रीजन्स से कहा था । जब से छोटे छोटे फूड रीजन्स बनाये गये हैं उन की वजह से अगर कोई एक सेर चीनी लेकर भी वहां से गुजरता है तो उस को पकड़ लिया जाता है । मेरा कहना यह है कि जहां भी इस तरह के एन्क्लेव हैं वहां छोटे प्लेग स्टेशन बनाये जायें । ऐसा कर दिया जाय तो मामूली तौर से जनता को परेशानी नहीं होगी । इस के बारे में भी मंत्री महोदय ने लिखा था कि :

"दि मैटर इज अन्डर एग्जामिनेशन"

अब तो उस को भी डेढ़ दो साल हो गये हैं, लेकिन अभी तक उस पर कोई अमल नहीं हुआ है ।

हमारे पुराने राज्यों में जो राजस्थान रियासत थी उस में जब रेलवे लाइन बनी तब हेडक्वार्टर बनाने में यह ध्यान रक्खा गया कि डिस्टैंस इस तरह से रक्खे जायें कि यात्री कोर्ट के टाइम पर और स्कूल के टाइम पर, यानी दस बजे कैपिटल के पास पहुंच जायें । लेकिन ज्यों ही बड़ा राज्य बना राजस्थान का और उस में जयपुर राजधानी बना और जोधपुर हाई कोर्ट की जगह बना तब वहां जाने वालों को दिक्कत आने लगी । जब हाई कोर्ट अलवर में था और रेवेन्यू कोर्ट भी था तब जो लोग वहां जाते थे उन को कोई दिक्कत नहीं आती थी । लेकिन आज जयपुर को दिन में जाने वाली कोई गाड़ी नहीं है । मैंने मंत्री महोदय से निवेदन किया था कि एक छोटी लाइन 159 नम्बर की अलवर और बांदीकुई के बीच में चलती है । वह रेलवे लाइन न तो जयपुर की है और न हरियाणा की है न ही अलवर की है । मैं अर्ज करना चाहता हूँ कि इस लाइन को जयपुर तक एक्स्टेंड कर देना चाहिये जिस से जयपुर के लोगों को वहां पहुंचने में सहूलियत हो । वह कोर्ट टाइम पर पहुंच जायें और अपना काम कर के वापस चले जायें जिस में

न तो उन को होटल का खर्च पड़े और न कोई दूसरी दिक्कत हो ।

मेरी यह छोटी छोटी मांगें हैं जिन को आप को मंजूर कर लेना चाहिये । मुझे खुशी है कि मंत्री महोदय इस पर विचार कर रहे हैं । जब मंत्री महोदय बड़ी बड़ी मांगें मंजूर कर रहे हैं लाखों रुपयों की, तब मैं कहना चाहता हूँ कि इस पर बहुत ज्यादा खर्च होने वाला नहीं है । सर्वे के लिये भी रुपया रक्खा गया है इस लिये रेलवे मंत्रालय अलवर और मथुरा के बीच की लाइन को सर्वे के लिये रख ले ; खाटहास में छोटा सा रेलवे स्टेशन बनाने की जरूरत है । यदि मंत्री महोदय इस को मंजूर कर लें तो मैं उन का शुक्रिया अदा करूंगा और इस डिमान्ड का हार्दिक समर्थन करूंगा ।

**SHRI DATTATRAYA KUNTE** (Kolaba): When we are discussing these Demands, we are also discussing railway planning and the Surveys that are being undertaken. If we look at the railway map of India, we will find that there is no rail link between Bombay and Mangalore. This is even after the railways have been in this country for the last 116 years.

**SHRI S. KANDAPPAN** (Mettur): They do not want to spoil the scenic beauty!

**SHRI DATTATRAYA KUNTE:** That is very good!

The reason why I am asking for this link is that at present people who have to carry their goods or travel from Bombay to Kerala, Tamil Nadu, western Mysore or parts of Maharashtra have to make use of the bus service or go via Arkonam, which means unnecessary extra cost. In each of the three Five Year Plans, we have been spending about Rs. 5,000 crores on railway development. I am really surprised that still the

Railway Ministry has not thought of constructing a railway line between Bombay and Mangalore.

If this link is constructed, what are the gains?

We have three naval stations: Bombay, Marmagaoa and Cochin; they are also big ports. If they are not linked by railway a number of difficulties arise. Then there are two intermediated ports coming up; Mangalore and Ratnagiri. If you look at shipping in India, Marmagaoa, Bombay and Visakapatnam are three ports which can receive vessels of the highest tonnage. Ships have to lay anchor for a number of days because no berths are available in those ports. If those three major ports and two minor ports are linked together, it will be possible to divert ships and thus save money on demurrage. Kerala produces rubber, tea and coffee for exports and they could be sent to other parts of the country. There is plenty of mineral also. Goa is a major port; it is exporting iron ore. Plenty of bauxite is available. Government had been promising for the last so many years that aluminium industry is coming up in Ratnagiri; it might fructify by 1974. This part of the country is suffering because no railway transport is available. The Railway Board are undertaking a survey to find one more route from Thal Ghat to Bhore ghats, between Nasik and Poona across the Western Ghats. They find the present lines Bombay-Nasik and Bombay-Poona are overworked. Why? Because the southern side traffic goes via Poona and caters to Kerala, Western Mysore and Western Tamil Nadu. Therefore, instead of spending Rs. 50 crores on a new line between Thal Ghat and Bhore ghat, Nasik and Poona, if they survey the railway link which I am suggesting, they would have helped in the defence of the country and industrialisation of the country and also enable the mineral wealth that is being exported to be utilised better. Therefore, I am taking this opportunity to bring this matter to the notice of

[Shri Dallatraya Kunte.]

this House and the Railway Administration and through you to the notice of the Minister concerned.

**श्री डा० ना० तिवारी (गोपालगंज):** सभापति महोदय, नार्थ वेस्टर्न रेलवे में डिवीजनल सिस्टम लागू हुआ है। जिस समय डिवीजनल सिस्टम लागू किया जा रहा था उस समय मैं एक डेपुटेशन ले कर रेलवे मिनिस्टर के यहां गया था। उन्होंने कहा था कि वह सोनपुर से शिफ्ट कर के समस्तीपुर में रेलवे हैडक्वार्टर बना रहे हैं, लेकिन सोनपुर को भी खाली नहीं रहने दिया जायगा। वहां कुछ और काम होगा। साथ ही रेलवे वर्किंग सिस्टम पर वेंटर कंट्रोल आयेगा। लेकिन छः महीने के बाद हम देख रहे हैं कि समस्तीपुर को डिवीजनल हैडक्वार्टर रखने से जो रेलवे वर्किंग सिस्टम है वह बहुत ही दुःखदायक है। आज रेलें उन्नीस-उन्नीस घंटे लेट चल रही हैं। कल ही असम मेल 19 घंटे लेट आया। पांच, छः और आठ घंटे लेट हो जाना तो साधारण बात है।

**एक माननीय सदस्य :** बारिश की वजह से लाइन टूट गई होंगी उस की वजह से लेट आई होंगी।

**श्री डा० ना० तिवारी:** अगर ऐसी बात है कि समस्तीपुर को डिवीजनल हैडक्वार्टर रखने से हम ठीक से कंट्रोल नहीं कर सकते हैं तो रेलवे मंत्री को सोचना चाहिये कि इस के लिए क्या करें। किसी ज़िद पर अड़ कर कि अमुक स्थान पर ही कोई चीज रहे, अमुक स्थान पर न रहे उन को कोई बात नहीं कहनी चाहिये। यह बात उन को भूल जानी चाहिये और जिस तरीके से वर्किंग सिस्टम ठीक से चल सके वह करना चाहिये। जो उन के कंट्रोल सिस्टम हैं यदि मैं छपरा से पूछूं सोनपुर से पूछूं, कहीं से पूछूं तो मालूम होता है कि कंट्रोल आउट आफ आर्डर है। पता ही नहीं लगता है कि गाड़ी कितनी लेट है और समय पर भी आ

रही है या नहीं आ रही है। पांच-पांच और छः-छः घंटे गाड़ियां लेट चलती हैं। मैंने कल की बात आप को बता ही दी है। असम मेल उन्नीस घंटे लेट आई थी। लोग बैठे रह जाते हैं। कितने वर्किंग आवर्स लास्ट होते हैं, इस का कोई ठिकाना नहीं।

समस्तीपुर इतनी छोटी जगह है कि वहां पर स्टाफ के रहने के लिए जगह नहीं है और न डिविजनल आफिस के सुविधाजनक काम करने के लिए कोई स्थान है। सोनपुर में मकानात खाली पड़े हुए हैं और उनमें रहने वाला कोई नहीं है। अब तो यहां तक किया जा रहा है कि सोनपुर में जो स्टाफ क्वार्टर हैं उनके जंगलों और चौखटों को निकाला जा रहा है। इस पर भी आप खर्च कर रहे हैं और दूसरी तरफ भी मकान बनाने के लिये खर्च कर रहे हैं। जहां भी जो चीज बनी हुई है उसको आप काम में नहीं ला रहे हैं और दूसरी जगह आप खर्च बढ़ा रहे हैं। समझ में नहीं आता कि यह क्या है और क्यों ऐसा हो रहा है। अगर आपको सोनपुर से डिविजनल आफिस को हटाना ही था तो आप इसको मुजफ्फरपुर ला सकते थे ताकि सोनपुर में रह कर एम्पलायी लोग डिविजनल आफिस में आ सकते।

एक जगह से दूसरी जगह आफिस करने से स्टाफ जो सरपलस हो गया है, वह स्टाफ क्या काम करता है कुछ पता नहीं है। रिट्रैचमेंट आप करते नहीं क्योंकि अगर आप करेंगे तो हंगामा होगा और लोग बिना काम के ही तनखाह ले रहे हैं।

मैं एक औचित्य की बात भी उठाना चाहता हूं। असम का जो इलाका है वहां तीन-तीन डिविजनल हैडक्वार्टर्स हैं लेकिन बिहार के हिस्से में जहां का माइलेज असम के माइलेज से किसी भी तरह कम नहीं है, एक ही डिविजनल आफिस है उसके कुछ हिस्से को काटकर आपने उत्तर प्रदेश के बनारस में डाल दिया

है और कुछ काटकर असम में दे दिया है। यह बिहार के साथ अन्याय हुआ है। इस पर आपको ध्यान देना चाहिए। घर का आदमी कोई मालिक हो तो उसको अपने घर को ही तबाह नहीं करना चाहिए। डा० राम सुभग सिंह बिहार के हैं। हम नहीं कहते हैं कि बिहार को वह दूसरों से अधिक दें। लेकिन इतना मैं जरूर कहूंगा कि बिहार को तबाह तो न करें, उसके टुकट न करें। वहां दो डिविजनल आफिस होने चाहिये।

डिविजनल आफिस समस्तीपुर में आपने दिया है, सोनपुर में नहीं देते है तो छपरा में ही दूसरा आप दे सकते है। अगर आपने ऐसा किया तब आप देखेंगे कि काम भी अच्छा होगा कंट्रोल भी अच्छा होगा। और आपको लाभ भी होगा। नहीं तो जितने मकानात हैं, जितनी पुरानी चीजें हैं, वे बेकाम ही पड़ी रह जायेगी और आपका सिस्टम अच्छी तरह से वर्क नहीं कर सकेगा।

MR. CHAIRMAN: We have exhausted the time allotted to this particular item. I have received many chits from Members who want to speak. (Interruption) Just listen to me. The same item of the railways is coming next on which all of you can speak. Many Members from several parties have spoken so far.

SHRI S. KANDAPPAN: Not from my group.

MR. CHAIRMAN: On the next item you may speak.

SHRI S. KANDAPPAN: I would prefer to speak on the supplementary demands; not on the next item.

MR. CHAIRMAN: From the DMK party, Shri Krishnamoorthi has spoken yesterday, on the supplementary demands. This is what I want to tell you. I do not mind giving you time but not on this item. We have to finish this item. When I take up the next item which is also on the railways, you will be allowed to speak.

श्री रामावतार शास्त्री (पटना) : जो दल बच गए हैं, उनको तो जरूर इस पर मौका मिलना चाहिये। सी पी आई का नाम हमने दे रखा है।

MR. CHAIRMAN: The time allotted to this item by the Business Advisory Committee was one hour. The Committee is composed of Members from all groups. On the next item, I shall let you all speak.

SHRI J. M. BISWAS: Nobody has spoken from the CPI: not even one Member from that group.

SHRI J. M. BISWAS: You are allowing everybody to speak, but you have not called anyone from our party.

श्री मुहम्मद इस्माइल (बैरकपुर) : मेरी पार्टी की तरफ से कोई नहीं बोला है। हम को भी मौका मिलना चाहिये।

श्री रामावतार शास्त्री : अभी एक घंटा पूरा नहीं हुआ है। अभी समय बाकी है।

SHRI INDRAJIT GUPTA (Alipore): No representative from the CPI, CPI (M) and the SSP has spoken so far.

SHRI ABDUL GHANI DAR (Gurgaon): I have also not spoken.

श्री य० ला० बारूपाल (गंगानगर) : मुझे भी थोड़ा सा समय दिया जाना चाहिये।

MR. CHAIRMAN: Many Members from the Congress have spoken already. So, I cannot allow him now.

श्री रामजी दास (अकबरपुर) : मैं अपनी पार्टी का एक मात्र सदस्य हूँ और एक ग्रुप में बंधा हुआ हूँ। मैं खामखाह नहीं बोलता हूँ। इस वास्ते आपकी निगाह इधर भी जानी चाहिये। मुझे चाहे दो मिनट दें लेकिन जरूर समय दें।

MR. CHAIRMAN: I shall give him five minutes, but on the next item. Let us finish this item now.

Only two parties have not spoken yet, the Communist Party and the Communist (Marxist) Party. The name here before me first is that of Shri Ramavatar Shastri . . .

SHRI J. M. BISWAS: I shall be speaking on behalf of my party.

SHRI B. K. DASCHOWDHURI (Cooch-Bihar): I want to make a submission . . .

SHRI JAIPAL SINGH (Khunti): I know, Sir, that you have called Shri J. M. Biswas, but I am raising something else. I have been a Member of the Business Advisory Committee for many more years than many Members here. The convention that we have developed here to my mind is unparliamentary. I shall tell you why. We go by number by number, and say that the majority on that side must get more time than the Members on this side, and we must get less time. The whole fact is that everything is decided in their party and the Treasury Benches are there to defend themselves. What is more important in Parliament is that the views of the Opposition should be heard. Hon. Members like my hon. friend from Rohtak, Shri Randhir Singh talk one way but votes the other way. The same is the case with my hon. friend opposite. That has no meaning. So, please protect the Opposition. We want that Parliament has to hear the Opposition point of view.

MR. CHAIRMAN: That is a very good suggestion, and we shall take it up at the Business Advisory Committee meeting.

SHRI KANWAR LAL GUPTA: I want to know whether Shri Jaipal Singh has resigned from the Congress and joined the Opposition Party?

SHRI JAIPAL SINGH: That is none of his business.

SHRI KANWAR LAL GUPTA: We are entitled to know because he is sitting on the Opposition side.

SHRI JAIPAL SINGH: It does not matter whether I am here or there.

SHRI S. KANDAPPAN: He is representing the whole House.

SHRI J. M. BISWAS: While taking part in the discussion on the Supplementary Demands for Grants relating to the Railways, I have to submit some points.

The first thing that I would like to submit is that I am in favour of expansion of the railways. The railways should be expanded. That was what I submitted in the course of my speech on the Railway Budget also. But I am disheartened after seeing particularly the way of planning and supervision. As I had said earlier, our Ministers consider it their business to poke their nose in all affairs barring the railways. They know everything else but they do not know what is the railway system. The Cabinet Minister in charge of railways went to see the site of the accident at Varanasi, and there he was shown some screws, bolts and nuts by some officers, and he came forward with the statement before Parliament which was far from the truth, namely that it was a case of sabotage.

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): That has been proved.

SHRI J. M. BISWAS: Then, we have heard about the devastating accident in Orissa. I would rather call the hon. Minister of Railways an accident Minister. From the day he took over the railway portfolio, the accidents have started and people have been killed. It is a very shameful thing. Regarding the accident in Orissa, the finding that has been given by the preliminary inquiry committee is that the cabin lever man was responsible; but there was something behind it. The entire system of working in that division was changed by the divisional superin-

tendent. That has not come to light. You know, Sir, that the railways are working under some system of working. There are absolute block systems; there is the automatic block system and a few other systems of working are there, but the divisional superintendent, Khurda Road made a trial and he introduced a new system of working, as a result of which that devastating accident in Orissa took place. I am not going to discuss all those things here now. My point is only to emphasise how the Railway Ministry is functioning in an unplanned way. They will give us a thousand and one promises but they will not do anything.

The hon. Minister of State in the Ministry of Railways, Shri Parimal Ghosh, assured the West Bengal Government that the Central Government were going to participate in the Westinghouse Saxby Farmer affairs, but after he had given it in writing and that Minister came here, it was changed by the Cabinet Minister in charge of railways; there is no unanimity among them, and they have no planning and they have no common approaches. So, the promises that are being made by the Ministers are not being maintained or kept up. Therefore, you can very well understand the painful show that the railways are giving before the country.

I would now like to point out a few examples where construction was started and planning had been done for that purpose, and crores of rupees had been spent but finally it had to be abandoned. I would mention the case of greater Siliguri, for instance. A plan was made to have a divisional headquarters at New Jalpaiguri; land was acquired; crores of rupees were spent. The people of that place had submitted joint petitions repeatedly, and the representatives of the people had also submitted joint petitions, and they have pointed out that crores of rupees had already been spent in the Greater Siliguri area by the railway authorities on the construction of service buildings, resi-

dential quarters, hospitals, institutes, schools etc.; even the building for the divisional headquarters was constructed. After having spent all the money, one fine morning they came to the conclusion that it would be more efficient if it was located elsewhere and therefore, they changed it. What would be the fate of the money spent? Will the Minister be taken to task by the Lok Sabha for that? Crores of rupees have been wasted in this way by spending money on this construction work and subsequently abandoning that work.

Only the other day, a beautiful building was constructed at Adityapur Railway station on the S.E. Railway. But one fine morning it was found that everything had been dismantled. Why? It happened because the planning was wrong. The lines should have been diverted to some other place. So, crores of rupees were spent and wasted. But nothing happened to Dr. Ram Subhag Singh or to Shri Parimal Ghosh or Shri R. L. Chaturvedi . . .

MR. CHATURMAN: The hon. Member should try to conclude now.

SHRI J. M. BISWAS: I am the only speaker from my party, and I have still some more time left. I am the only spokesman from my party. Give me at least two or three more minutes.

I want to narrate another example of the inhuman attitude of the Railway Minister for the information of the House. You will all remember that 12 casual labour were run over by a train some days back. On that very day a big feast or dinner was given to the Syndicate members and journalists in the Rail Bhavan by spending a huge amount. It was done on the 10th of this month. They are so shameless and so heartless that they were feeding and feasting when some railway employees were killed.

As we all know, many railway employees took part in the 19th Septem-



[Shri J. M. Biswas]

ber strike. Even though from time to time government announce their policy of further liberalisation of their disciplinary action against those employees who have taken part in the strike, it is not implemented in the railways. Quite a number of railway employees, exceeding 1,000 are still unemployed, under suspension and a few thousands have their service broken.

Because of all this I am quite convinced that the Railway Minister is quite incompetent. he does not know anything about the functioning of the railways and that he should be driven out of the Ministry. Though he pokes his nose into everything, he does not know either the history of the railways or the way in which it is functioning.

Take the NF Railways in Assam. An assurance was given during the Faridabad session of the Congress by Dr. Ram Subhag Singh that there will be three divisions in Assam—Rangia, Lumdig and Tinsukia. Even though assurance after assurance has been given in this respect, it has not been honoured. Another assurance was about the extension of the broad-gauge line from Jogighopa to Tinsukia by constructing a bridge over the river Brahmaputra. It is yet to be implemented. As I said in the beginning, I am in favour of expansion of railway lines in a planned and scientific manner. I hope these suggestions will be considered by the railways.

Finally, it is repeatedly announced on the floor of the House that labour co-operatives will be given all facilities to work in the railways. In spite of that assurance, I am sorry to say that in Bilaspur Division of the South Eastern Railways the contract work earlier awarded to cooperative was given to a private contractor, because the contractor could influence the Railway Ministry. Unless the officials and Ministers who are responsible for such corrupt practices are sacked,

there is no possibility of the development of Indian railways.

**श्री मुहम्मद इस्माइल (बैरकपुर) :**  
सभापति महोदय, मुझे कुछ ज्यादा नहीं कहना है, क्योंकि हमारे कहने के बावजूद रेलवे मिनिस्टर या रेलवे विभाग की तरफ से कोई काम नहीं किया जाता है।

पश्चिमी बंगाल में सर्कुलर रेलवे की बात कई बरसों से सुनी जा रही है। कई मर्तबा उसका सर्वे भी हुआ है, जिस पर लाखों रुपये खर्च हो चुके हैं। इतने अरसे और इतना खर्च करने के बाद अब रेलवे के मिनिस्टर आफ स्टेट, श्री परिमल घोष, ने एलान किया है कि यह काम किया जायेगा और आदमी रिक्रूट किये जायेंगे, लेकिन वे आदमी बंगाल में रिक्रूट नहीं किये जायेंगे, बल्कि डिपार्टमेंट की तरफ से लोगों को रिक्रूट कर के वहां भेजा जायेगा। इस से वहां के लोगों में और भी शक हो रहा है और उन्हें इस बात का भरोसा नहीं है कि यह काम पूरा होगा।

रेलवेज की तरफ से बंगाल में खासतौर से बहुत अन्याय हो रहा है। आप जानते हैं कि बनगांव लाइन का सम्बन्ध पाकिस्तान के बार्डर से है। लाखों डिस्प्लेस्ड पर्सन्स उसके आस-पास रहते हैं : वह एक सिंगल लाइन है, जिस की वजह से लोगों को बहुत मुसीबत और तकलीफ का सामना करना पड़ता है। पैसंजर्ज एसोसियेशन और आम पब्लिक की तरफ से कई रिप्रेजेंटेशन दिये गये हैं कि उस लाइन को डबल कर दिया जाये, लेकिन उसकी तरफ कोई खयाल नहीं किया गया है। इस वजह से रेलवे मिनिस्ट्री के खिलाफ बंगाल की जनता में बहुत गुस्से और नाराजगी की फीलिंग है।

दमदम से बसीरहाट जो सिंगल लाइन जाती है, उसकी भी डबल लाइन कर देना चाहिये। मालदा से बालुरघाट तक की लाइन का बहुत अरसे से सर्वे हो चुका है, लेकिन वहां पर अभी तक लाइन नहीं बनाई गई है। वह पाकिस्तान के बार्डर पर है। वहां

पर चीजों के दाम सब से ज्यादा हैं क्योंकि ट्रकों से ले जाना पड़ता है, लोगों को उस के ज्यादा पैसे देने पड़ते हैं और बड़ी मुश्किल लोगों को होती है। सैकड़ों मर्तबे नुमा-इन्दगी की गई है, रैपरजेंटेशन किया गया है, मगर आज तक उसका कोई भी निर्णय नहीं हुआ कि आखिर उस का क्या होगा ; इसके बाद मुझे एक और बात कहनी है। नवागड़ा एक जगह है दमदम के करीब, वहां पर एक हार्लिंग स्टेशन के लिए रेलवे डिपार्टमेंट ने एन्क्वायरी की, सब कुछ किया। कितनी इनकम होगी यह भी मालूम किया। 25 हजार रुपये का मुनाफा उससे होगा, आमदनी उन की बढ़ेगी, यह सब मालूम करने के बाद वहां पर आज तक फ्लैग स्टेशन भी नहीं बना। वहां 32 कारखाने हैं जो स्टेशन न होने से ठीक तरह से चल नहीं पा रहे हैं ऐसी मुश्किल में लोग हैं कि उन को काफी घूम कर के आना पड़ता है। मिडिल क्लास एम्प्लॉईज को बहुत तकलीफ है। उन को बहुत पैदल चलना पड़ता है और अपनी तनख्वाह का एक बड़ा हिस्सा जाने आने में खर्च करना पड़ता है। मैं ने भी उस इलाके को विजिट किया था। मैं वहां गया था वहां पर वैगन ब्रेकर्स का अड्डा है स्टेशन होने से वह उन का अड्डा बन्द हो जायेगा। इसलिए उन की तरफ से यह कोशिश होती है कि यहां स्टेशन न होने पाए और उनकी बात यह लोग सुनते हैं। इसीलिए स्टेशन वहां नहीं हो पाया है। मैं मिनिस्टर साहब से कहूंगा कि अगर उन को यकीन न हो तो चलें मेरे साथ। उस इलाके में मैं रहता हूं मैं वहां की हालत जानता हूं। आप चल कर पूछिये वहां की जनता से दिन दहाड़े वहां लूट होती है और लाखों रुपया रेलवे का बरबाद होता है। इस के ऊपर भी मिनिस्टर महोदय ध्यान दें।

इसके बाद एक बात मुझे यह कहनी है पानीहट्टी की एक म्युनिसिपलिटि है जहां लाखों की संख्या में डिसप्लेस्ड परसंस ही रहते

हैं म्युनिसिपलिटि ने रिक्वेस्ट किया कि रेलवे की जमीन पड़ी हुई है इसे हम को दे दीजिए ताकि वहां मार्केट बनाएं जिसमें लोगों को सस्ते दामों पर चीजें मिलें। लेकिन उन्होंने कहा कि क्योंकि उन का फ्यूचर प्लान कोई है जिन में वह जमीन काम आएगी। इसलिए वह जमीन नहीं दे सकते। म्युनिसिपलिटि ने कहा कि टम्पोरेरी अरेंजमेंट के लिए ही दे दें लेकिन उसके लिए भी तैयार नहीं हुए। यह है आज रेलवे डिपार्टमेंट की हालत। उलटा डांगा एक स्टेशन है। आप को ताज्जुब होगा पहले वहां एक प्लेटफार्म था और तब एक ही बुकिंग आफिस रास्ते के ऊपर था। आज चार प्लेटफार्म्स हो गए हैं मगर बुकिंग आफिस वही है। चार चार प्लेटफार्म्स से गाड़ियां चलती हैं इतना पापुलेशन बढ़ गया है मगर बुकिंग आफिस तक उस के लिए नहीं बनाया गया ताकि यात्री टिकट खरीद सकें। होता क्या है कि टिकट नीचे से लेकर आदमी गाड़ी पकड़ने को दौड़ते हैं और कई आदमियों का इस तरह एक्सीडेंट हो जाता है अक्सर जब वह गाड़ी पकड़ने के लिए दौड़ते हैं तो कट कर मरते हैं। एलेक्ट्रिक ट्रेन है वह पीछे से नेजी से आती है और उन का एक्सीडेंट हो जाता है। हर महीने में एक न एक लाश वहां से जानी है यह है रेलवे मिनिस्ट्री की हालत।

एक चीज मुझे यह कहनी है कि मुझे बहुत आश्चर्य हुआ हम प्रतिनिधि हैं जनता के, वहां कटवां एक स्टेशन है दिन दहाड़े वहां से चोरी होती है डकैनी होती है खुले ग्राम आफिसर यह करते हैं स्टेशन मास्टर करते हैं हमने जनरल मैनेजर से जाकर कहा कि देखिए वहां पर स्टेशन मास्टर जी०आर०पी० से मिल कर इस तरह चोरियां कराते हैं वहां ग्राम के तीन वैगन्स आए थे एक को खराब डिकलेयर कर दिया जिस के लिए दस हजार रुपये रेलवे का नुकसान हो गया क्लेम देने में। उस की एन्क्वायरी हो रही थी वह दबा दी गई। मैं यहां वैगन का नम्बर दे सकता हूं

[श्री मुहम्मद इस्माइल]

और तारीख भी मेरे पास है जो मैं मेन्शन कर सकता हूँ। एक दिन मैं ने मेन्शन किया था हाउस में तो डा० राम सुभग सिंह ने कहा था कि इस की एन्क्वायरी करेंगे। नतीजा क्या हुआ कि उस स्टेशन मास्टर को ट्रांसफर किया गया है और उसके साथ यूनिन के असिस्टेंट सेक्रेटरी और आर्गेनाइजिंग सेक्रेटरी जो हैं उन को भी ट्रांसफर कर दिया गया है यह उन को उसका फल मिला। कोई एन्क्वायरी उस की नहीं हुई। मैं परसनली जनरल मैनेजर से मिला था। मैं ने उन्हें सारी बातें बताने की कोशिश की और एन्क्वायरी कराने के लिए रिक्वेस्ट की कि यह सीरियस मामला है। जनरल मैनेजर ने ऐसे आफिसर्स को भेजा जो जाकर वहाँ नाम पूछते हैं कि एम० पी० को किस ने बुलाया? नाम बताओ। यह हालत है। जनरल मैनेजर से मैं ने कितनी ही बातें बताईं लेकिन नतीजा कुछ नहीं हुआ। वह वैगन नम्बर अगर आप इजाजत दें तो मैं उस कागज को टेबल पर रखना चाहता हूँ 10 हजार उस के लिए डमेज देना पड़ा है। उस आफिसर की ट्रांसफर कर दिया गया बचाने के लिए लेकिन दस हजार रुपये तो देना पड़ेगा रेलवे के खजाने से। उसके लिए आप यहां कहेंगे कि सप्ली-मेंट्री बजट ग्रांट करिए मगर हो क्या रहा है। इस की तरफ आप का ध्यान नहीं है। तो मैं आप की इजाजत चाहता हूँ इसे यहां पेश करने के लिए .....

सभापति महोदय : यह पेश करने की क्या बात है ?

श्री मुहम्मद इस्माइल : तो फिर मुझे नम्बर और तारीख मेन्शन करने दीजिए।

सभापति महोदय : नहीं अब मैं नहीं एलाऊ करता।

THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI PARIMAL GHOSH): Mr.

Chairman Sir, while presenting the Supplementary Demands for Grants.

SHRI DEVEN SEN (Asansol):  
What about SSP's time?

MR. CHAIRMAN: We are coming to the same item again.

SHRI B. K. DASCHOWDHURY:  
May I submit one thing? Will it not be better if we take both the items together? Let the discussion be over on them and then let the Minister reply.

MR. CHAIRMAN: We cannot pass on to the next item before disposing of the first one.

SHRI PARIMAL GHOSH: While presenting the Supplementary Demands for Grants for 1969-70, I have already explained about these Demands totalling about Rs. 13,000 divided into three items out of which Rs. 8000 is for recoupment of an advance taken from the Contingency Fund of India for certain works payment which had to be made last year but could not be foreseen at the time of submitting the Supplementary Demands.

Regarding other two items, as I explained yesterday, one is about the survey work that we intend to take up so that we can avail of the working season and these surveys are (i) survey for a third line from Kalyan to a suitable point on the Dhond-Manmad Section B.G., on the Central Railway; (ii) survey for the conversion from M.G., to B.G. of the Bhatni-Barauni Section, on the North-eastern Railway; (iii) Engineering and Traffic Survey for a new rail link from Dharmanagar to Agartala on the Northeast Frontier Railway and (iv) Engineering-cum-Traffic survey for doubling the Nagda-Lakheri Section on the Western Railway.

Sir, in the course of the discussion, many hon. Members who have taken part in it have raised certain other points also. The main points made are regarding taking up of lines.

conversion of some lines from M. G. to B. G. lines and some of the amenities in particular stations and some other things.

So far as the question of conversion from M. G. to B. G. lines is concerned, as I have already stated at the time of the Budget, we have already taken up a tentative perspective plan for 10 years in order that we can take up a number of M. G. lines for conversion to B. G. lines so that a through traffic could be maintained from one end of the country to another. Keeping in view that perspective plan, we have already included in our Fourth Plan conversion of certain lines from metre gauge to broad gauge, the details of which we have already given in the Budget.

Regarding construction of new lines, many hon. members have given certain suggestions regarding taking up of new lines in certain areas where the railway lines are not adequate or where the railway lines are not giving proper service to the area concerned. I would like to mention here—probably, the hon. members are aware of this fact—that the total sum allotted for new lines in the Fourth Plan period is only to the tune of about Rs. 83 crores; out of that, Rs. 56 crores have to be spent for some of the works undertaken already which have spilled over to the Fourth Plan; out of that sum also we have to spend Rs. 4 crores and odd, as Mr. Kapoor has already mentioned, on Farakka Barrage line; we have already taken up that work so that the construction of the line could be completed within the period that the Barrage is completed, and for that, specific allotment has been made and out of the money that has been indicated for the Fourth Plan, this has already been allotted for that purpose.

I will come to some of the specific points that have been mentioned by some hon. members. Mr. Kapoor has mentioned that I had made a state-

ment while I was at Katihar that the conversion of the line, Barauni-Katihar, from metre gauge to broad gauge would not be taken up for consideration for inclusion in the Fourth Plan. I do not know in which paper this has come. Even if this has come, it is wrong; that is not correct. What I have said is that we have already taken up the survey work for the conversion of this line, Barauni-Katihar, and this line has already been included in our perspective plan for conversion of metre gauge into broad gauge. The survey work is now in progress. Whether this line could be taken up and at what time it could be given for construction, can only be ascertained after we have finally examined the survey report.

Some other lines also have been mentioned by hon. members—Tinneveli-Trivandrum, Cuttack-Paradeep and some other lines.....

SHRI R. K. BIRLA (Jhunjhunu): What about Rajasthan?

SHRI PARIMAL GHOSH: I will come to that.

Regarding Cuttack-Paradeep, as the hon. Member may be knowing, we have already sanctioned the land for the construction of the line and the works programme has been included. We have given our indent to the State Government for the necessary acquisition of the land. Up till now, the State Government have given us land only to the extent of 40 or 43 kilometres. We need another 40 or 45 kilometres. The earth-work has already been taken up. The construction of the bridges has already been taken up and the completion of the work has been so planned that it could be completed along with the port work and some of the work that would be necessary along with the completion of the line. So, there is no delay on our part and the work is progressing according to schedule.

SHRI RANDHIR SINGH (Rohtak): What about restoration of the Rohtak-Panipat line?

SHRI PARIMAL GHOSH: Regarding Talcher-Bimalgarh, I have already mentioned . . .

MR. CHAIRMAN: If members keep on interruption, asking what about Rajasthan, what about Haryana and all that, there will be no end. He is replying to the points that have been made. Therefore, for every member to get up and ask as to what about this line or what about that line, is not correct. The members can rise on a point of order or for explanation. They should take the permission of the Chair before they say anything.

SHRI RANDHIR SINGH: What is the harm if we put a question about our constituency?

With your permission I have asked. Now you allow me.

MR. CHAIRMAN: You cannot ask without the permission of the Chair and that too only on a point of order.

SHRI RANDHIR SINGH: With the permission of the Chair I am asking. What is the harm if you allow me? So many things have been put. I would like the Minister to let me know in respect of the restoration of the line from Rohtak to Panipat. (*Interruptions*).

SHRI R. K. BIRLA: With due respect to you, you have just now allowed my friend to put a question. My question is a very important one. There is the Khetri mining project, a public undertaking, involving crores and crores of rupees. We are importing copper worth crores and crores of rupees. But Khetri has not been put on the railway map uptill

now. I do not know what is going to happen to this public project. I would like the Minister to enlighten on this point. Why not you have a railway station at Khetri whereby the public undertaking will be benefited.

SHRI PARIMAL GHOSH: In the course of yesterday's discussion Shri Biswas has also raised the point rather he was a bit agitated on some of the points. I do not know the facts and other things.

With regard to Talcher-Bimlagarh line we have already taken up the survey work. The money has been sanctioned and the work will be taken soon and the construction of the work can only be considered after we get the survey report.

He has mentioned the divisional scheme of Jalpaiguri. In the present context the Divisional scheme at Jalpaiguri in the NF Railway has not been taken into consideration. The main point here I would like to stress is that after all the divisional scheme is a matter which concerns only the railway administration and it is purely for administrative and operational purposes that we fix the Division. It has got nothing to do with a particular State or a particular region. So it has nothing to do with the number of mileage that falls in a particular territory. It is purely a matter for operational purposes. That is why a particular location, whether it would be 'X' or 'Y' has no meaning so far as divisional scheme is concerned.

SHRI DHIRESWAR KALITA (Gauhati): What about Faridabad?

SHRI PARIMAL GHOSH: Regarding Faridabad I do not know anything. What transpired at Faridabad or elsewhere I am not interested.

**SHRI DHIRESWAR KALITA:** On a point of order, Sir.

**SHRI PARIMAL GHOSH:** Let me complete my speech.

**SHRI DHIRESWAR KALITA:** Dr. Ram Subhag Singh said outside this House at Faridabad Congress when the House was in session that in Assam there will be three Divisions—one at Tinsukia, another at Lumding and the third at Rangiyi. He also gave a public statement in the Press. Now he has backed out. Mr. Biswas also referred to this. This point must be answered by Dr. Ram Subhag Singh.

**MR. CHAIRMAN:** It is no point of order.

**SHRI J. M. BISWAS:** I did not criticise his selection of the place for the Divisional Headquarters. My point is: you acquired land, constructed college, schools, institutions and divisional office buildings and spent crores of rupees with a view to construct the Divisional Headquarters at New Jalpaiguri. But subsequently you abandoned that and crores of rupees were wasted. Can he deny it?

**MR. CHAIRMAN:** There is no point of order.

**SHRI PARIMAL GHOSH:** It is a fact that we have developed that area not with the object of setting up a division there but we have taken up the broad gauge line from Joggigoppa because from operational point of view certain development has to take place and that has taken place and nothing has been abandoned and no money is wasted.

The second point is this. He raised about the staff matters in the S. E. railway. It is well known and the House is aware that we are very vigilant in this matter. We have taken action according to the advice of the Home Ministry and we have even gone beyond even what is stated

by the Home Ministry and we have already taken up the matter and certain matters are being reviewed and there are certain matters in courts and final decisions are pending in the courts and after these are released from court these will be considered.

Regarding the amenities and other things the Convention Committee report is already there and we have already allotted Rs. 4 crores for the development of stations and for amenities in particular stations and for amenities we have users committee and these matters are discussed in the committees and they fix up priorities; on the basis of that amenities are provided for. Katihar comes under that Amenities committee. If they find that it is necessary that some further work is necessary at Katihar it will be taken up.

Regarding the new construction and other things, as I have said many of the lines could not be taken up because of paucity of resources and allotment of funds and with the meagre sum left with us there is no other way, but to fix up some priority in respect of these new lines.

Regarding extension of railway line from Joggigoppa to Tinsukia it is well known to the hon Member that we have even gone to the extent of asking university professors of Assam University so that they can taken up survey work and necessary things could be done.

**AN HON. MEMBER:** This is avoiding responsibility.

**SHRI PARIMAL GHOSH:** If something is done by the Railway and it is not accepted then we are called bureaucratic administration and all that and that is why we have left it to the people of Assam. Let them make the survey. Let them go into it, and submit it to the Railways. If any justification is there we will certainly go into it.

[Shri Parimal Ghosh]

About circular railway some money is allocated; administrative officers have been appointed. We have taken up the work. Construction of the work will be taken up as soon as final surveys are completed. It is difficult to say when it will be over. We are already on the job. As soon as final locations are found out, it will be completed and it will be completed within the fourth plan period.

SHRI J. M. BISWAS: 11 casual labourers were run over by a train on the 10th August last at Kurda Road Division. But these ministers arranged a dinner on that very night in the Railway Board office where Syndicate people were also invited. Can he deny?

SHRI PARIMAL GHOSH: There is no such thing. It is just his imagination.

SHRI J. M. BISWAS: The second point is about the Labour contract Co-operative Society, Bilaspur. They were awarded a contract work. Subsequently, although it was announced on the floor of the House repeatedly that labour co-operative societies would be encouraged, the work awarded was taken away and given to a private contractor, Shukla. What is the reason for this? Let them come out with the reply and say whether it has been done or not. Let him be truthful before the House.

The third point is about Saxby-Farmer. These are allegations I have made. I have said that there is corruption. Let them disprove it.

MR. CHAIRMAN: There is no good making allegations like this.

SHRI PARIMAL GHOSH: I would say it is the declared policy of the Railways, wherever labour co-operatives have been found suitable for undertaking any work, to give first preference to them, even without

calling for tenders. This is the practice we are following. If he mentions a particular case, I am not in a position to give details.

SHRI J. M. BISWAS: Can a Minister say something incorrect, a lie, before the House?

MR. CHAIRMAN: This is not proper.

SHRI J. M. BISWAS: Then we shall have to demand a division.

श्री मुहम्मद इस्माइल : मैंने इनसे पूछा था कि नवापाड़ा हाव्लिंग स्टेशन की इक्वायरी होने के बावजूद वह क्यों नहीं हुआ?

SHRI PARIMAL KHOSH: About the halting station mentioned by the hon. Member, I will certainly look into it and examine it.

श्री मीठालाल मोना : राजस्थान में धोलपुर से गंगापुर सिटी के लिए जो योजना है उसको आपने स्वीकार कर लिया है लेकिन अभी तक कोई सर्व नहीं करवाया, उसकी क्या स्थिति है ? और सवाई भाधोपुर से जयपुर तक छोटी लाइन को बड़ी लाइन में कन्वर्ट करने के लिए जो योजना थी उसके बारे में भी कोई जानकारी नहीं दी ।

श्री सरजू पाण्डेय (गाजीपुर) : रेलवे मिनिस्टर से मेरा प्रश्न यह है कि उत्तर प्रदेश के दो मिनिस्टर, श्री शांति प्रसन्न शर्मा और कृष्णानन्द राय रेलवे मिनिस्टर से मिले थे तो आपने कहा था कि छोटी लाइन को बड़ी लाइन में परिवर्तित करने की योजना विचाराधीन है । मैं जानना चाहता हूँ कि यह बात सही है या गलत है ?

MR. CHAIRMAN: This is not question hour.

SHRI PARIMAL GHOSH: Regarding conversion of narrow gauge and metre gauge lines which are uneconomic into broad gauge lines, we have already set up a Committee

under the chairmanship of my colleague, Shri Chaturvedi. They are going into the details and as soon as their report is received, we will examine it and take necessary action.

**SHRI DHIRESWAR KALITA:** What about the commitment made at Faridabad? Dr. Ram Subhag Singh has to reply. Let him say yes or no.

**MR. CHAIRMAN:** I have disallowed it.

**SHRI J. M. BISWAS:** He has brought an allegation in respect of a commitment made by the Minister in Faridabad. He should reply yes or no.

**MR. CHAIRMAN:** This is not parliamentary behaviour; this is behaving as if one is in the streets. This is not right.

**SHRI J. M. BISWAS:** You are very kind to members. What is the harm if you ask him to reply?

**MR. CHAIRMAN:** This is the budget, not question hour. We have to get it passed.

I shall now put all the cut motions to the vote of the House.

*All the cut motions were put and negatived*

श्री मोठालाल मोना : मैं कटौती का प्रस्ताव अलग से रखता हूँ अगर मंत्री जी मेरी बात का जवाब नहीं देते ।

**MR. CHAIRMAN:** The question is:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper 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, 1970, in respect of the

following demands entered in the second column thereof—

Demands Nos. 2 and 15."

*The motion was adopted.*

[The motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below—Ed.]

#### DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"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, 1970, in respect of 'Miscellaneous Expenditure'."

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

"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, 1970, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

15.46 hrs.

#### DEMANDS\* FOR EXCESS GRANTS (RAILWAYS), 1967-68

**MR. CHAIRMAN:** The House will now take up discussion and voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1967-68 for which one hour has been allotted.

#### DEMAND NO. 5—REVENUE—WORKING EXPENSES—REPAIRS AND MAINTENANCE

**MR. CHAIRMAN:** Motion moved:

"That a sum of Rs. 26,27,331 be granted to the President to make good an excess on the grant in respect of 'Revenue—

\*Moved with the recommendation of the Chief Justice discharging the functions of the President.



[Mr. Chairman.]

Working Expenses—Repairs and Maintenance', for the year ended the 31st day of March, 1968."

**DEMAND NO. 7—REVENUE—WORKING OPERATION (FUEL)**

MR. CHAIRMAN: Motion moved:

"That a sum of Rs. 97,89,494 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation (Fuel)' for the year ended the 31st day of March, 1969."

**DEMAND NO. 8—REVENUE—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL**

MR. CHAIRMAN: Motion moved:

"That a sum of Rs. 37,32,622 be granted to the President to make good an excess on the grant in respect of 'Revenue—Working Expenses—Operation other than Staff and Fuel' for the year ended the 31st day of March, 1968."

**DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND**

MR. CHAIRMAN: Motion moved:

"That a sum of Rs. 9,83,349 be granted to the President to make good an excess on the grant in respect of 'Pensionary Charges—Pension Fund' for the year ended the 31st day of March, 1968."

**DEMAND NO. 20—WITHDRAWAL FROM REVENUE RESERVE FUND**

MR. CHAIRMAN: Motion moved:

"That a sum of Rs. 273 be granted to the President to make good an excess on the grant in respect of 'Withdrawal from Revenue Reserve Fund' for the year ended the 31st day of March, 1968."

MR. CHAIRMAN: There are some cut motions.

SHRI B. P. MANDAL (Madhopure): I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100/-."

[The draw-backs in the maintenance of railway assets specially tracks and signal equipments resulting in several accidents. (1)].

"That the demand for an Excess Grant of a sum of Rs. 97,89,494 in respect of Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100/-."

[The desirability of more electric and diesel engine trains. (3)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100/-."

[Check on ticketless travel. (5)].

"That the demand for an Excess Grant of a sum of Rs. 9,83,349 in respect of Pensionary Charges—Pension Fund be reduced by Rs. 100/-."

[Service conditions of railway employees. (6)].

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

"That the demand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Tidiness and attractive appearance of railway stations and coaches. (2)]

"That the denmand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation Other Than Staff and Fuel be reduced by Rs. 100."

[Increase in unpunctual running of trains. (4)].

SHRI J. M. BISWAS (Bankaura): I beg to move:—

"That the denmand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation Other Than Staff and Fuel be reduced by Rs. 100."

[Increase in unpunctual running of trains. (7)].

"That the denmand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Check on ticketless travel. (8)].

"That the denmand for an Excess Grant of a sum of Rs. 9,93,349 in respect of Pensionary Charges—Pension Fund be reduced by Rs. 100."

[Service conditions of railway employees. (9)].

SHRI ABDUL GHANI DAR (Gurgaon): I beg to move:

"That the denmand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation Other Than Staff and Fuel be reduced by Rs. 100."

[Increase in unpunctual running of trains. (10)].

"That the denmand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Supervision on ticketless travellers. (11)].

SHRI RAMAVATAR SHASTRI (Patna): I beg to move:

"That the denmand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure in using more powerful locomotive in the Mughal Sarai passenger train running from Patna junction. (12)].

"That the denmand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to widen the existing overbridge at Danapur in Eastern Railway. (13)].

"That the denmand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure in carrying out timely repairs in railway workers' quarters. (14)].

"That the denmand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to raise the platform at Neora Station (Eastern Railway) (15)].

"That the denmand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to raise the platform at Phulwari Shariff railway station of Eastern Railway (16)].

**SHRI KANWAR LAL GUPTA**  
(Delhi Sadar): I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Increase in late running of trains. (17)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Not accepting lowest tenders in many cases. (18)].

**SHRI RAMAVATAR SHASTRI:** I beg to move:

"That the demand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide double track from Patna to Gaya. (19)].

"That the demand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to convert narrow-gauge lines into broad gauge lines in North Bihar. (20)].

"That the demand for an Excess Grant of a sum of Rs. 26,27,331 in respect of Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to extend Patna City Station. (21)].

"That the demand for an Excess Grant of a sum of Rs. 97,89,494 in respect of

Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to supply standard coal for fuel. (22)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Failure to check ticketless travelling. (23)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Failure to check pilferage of goods from Railway. (24)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Collusion of the Railway Police personnel with persons who pilfer railway goods. (25)].

"That the demand for an Excess Grant of a sum of Rs. 37,32,622 in respect of Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Wastage in the name of compensation. (26)].

"That the demand for an Excess Grant of a sum of Rs. 9,83,349 in respect of pensionary charges—Pension Fund be reduced by Rs. 100."

[Failure in the timely disbursement of the pension to the employees of the Railways. (27)].

"That the demand for an Excess Grant of a sum of

Rs. 9,83,349 in respect of Pensionary Charges—Pension Fund be reduced by Rs. 100.”

[Need to increase the pension of the ex-employees of the Railways. (28)].

MR. CHAIRMAN: The cut motions are also before the House. Those who have not spoken yesterday will be given a chance to participate today.

SHRI J. MOHAMED IMAM (Chitradurga): The Minister of Railways has been seeking the approval of the House for spending Rs. 1.67 crores in excess of the sanctioned amount during 1967-68. During this year the Railways sustained a loss of nearly Rs. 15 crores and this loss was incurred for the first time in the history of the railways. At that time the then Railway Minister gave an assurance that he would effect economies in order to prevent a rise in fares and freights. But the situation today is that no economy was effected and more money had been spent with the result that during the subsequent years also the rate of fares and freight had to be raised and no relieve could be given to the travelling public.

There have been many representations from Mysore and other southern States for extension of railways. The south, especially Mysore had been sadly neglected in the development of railway communications. Many representations were made to the Ministry to extend the partly constructed lines and also to link up the loop lines. The then Minister of Railways at that time threatened that he would dismantle all these unremunerative lines, which created a good deal of concern. It was pointed out at that time that the remedy lay not in dismantling all these lines but in linking them up and connecting them to main lines in which case these lines would certainly prove remunera-

tive. In pursuance of this policy, the then Minister had ordered that surveys may be conducted for linking up certain lines, especially Kottur-Harihar line and Yaswantnagar-Chitaldurg-Chikjajur line. He has also written to me a letter in which he has assured me as follows:

“You will be glad to note that the Southern Railway administration have been asked to carry out preliminary engineering and traffic surveys during the year 1969-70 for considering the construction of a rail link between Kottur and Harihar with an alternative rail link between Yaswantnagar-Chitaldurg-Chikjajur line.”

This is the year 1969-70, but yet I find that no attempt has been made and no beginning has been made for surveying this line. On the other hand, I understand that the promise that had been given is tried to be scuttled off. In fact, the then Minister, Mr. Poonacha, assured us that they will not only have a survey but that a survey would be held to convert the metre-gauge line between Bangalore and Guntakal to broad-gauge. I understand—I hope it is not true—that the Railway Minister is going back from those assurances. Whoever be the Minister, and whatever may be the administration,—and Ministers may come and Ministers may go—once some assurances and promises are given by a Minister, those promises and assurances must be adhered to, and they must be implemented. I thought that, as has been promised, those surveys would be conducted during this year. But I was very sad to see when I saw these demands that the Minister has switched over to some other lines and some other surveys of the land somewhere in northern India as you may find in the supplementary demands for grants for the railways. The surveying of the line which I mentioned has not

[Shri Mohamed Imam.]

been included in these demands. I would like to know the reason for it, and also I would like to have an assurance whether they are going to pursue this line or not.

Secondly, I turn to another important point; that is about railway accidents. It has been admitted that accidents have been growing in number. I must refer to two major accidents on the Southern Railway which involved a toll of a large number of lives. For example, in the year 1967, there was a terrible accident at Kuppam, and again, there was another railway accident at Yalvigi, which claimed more than 200 lives. When this matter was considered in all seriousness the then Minister appointed a Commission to enquire into those two accidents, but till now, the report of this Commission has not been placed before this House. I know a Commission was appointed with a high court judge as Chairman to investigate into the causes of the accident at Yalvigi. Mr. Justice Gopivallabha Ayyangar was appointed and he had finished his report and submitted it long ago, nearly six months back. Has that report been laid on the Table of the House? Why has it not been given effect to? What are the recommendations of that committee? It is quite clear that that accident was due to human failure. What action has been taken by the railway administration against all those who have been responsible for this accident? It is the weakness of the railway administration, its sympathy towards the culprits, which is making the railway employees callous and not concerned with the lives of the passengers. They know very well that whatever mistakes they commit, whatever plunders they may do, they will not be punished. So, punishment has ceased to be a deterrent, so far as the railway employees are concerned. It is this attitude of the government which is creating lethargy

in the railway employees. Since these accidents are taking place almost every week or every month, I would like to know what concrete action has been taken by the railways to prevent these accidents.

Another cause for these accidents is that many of the level crossings and railway gates are unmanned. For example, between Poona, Davangere and Bangalore there are many railway level crossings which are unmanned. There is nobody to give any warning to the pedestrians or vehicles when a train is coming. I would say that it is the duty of the railway administration to provide necessary watch and ward wherever there is a level crossing. You cannot expect pedestrians to look after themselves. Many of them would be unaware when a train is fast approaching. So, the railway administration must provide sufficient watch and ward staff to give warning to the pedestrians whenever any train is coming.

It is a well-known fact that the railway administration is put to great difficulty on account of different gauges—broad gauge, metre gauge and narrow gauge. It means not only extra expenditure and extra staff but it also involves the inconvenience of transhipment of goods and passengers. So, it must be the policy of the government to convert as many metre-gauge lines as possible into broad-gauge. As long as there are so many gauges, the railways cannot improve. The railways must have a regular programme to convert metre-gauge into broad gauge. But what we find is that they are making only half-hearted attempts.

Take, for instance, the line from Poona to Bangalore, which is an important one. It caters to the needs of two or three capitals. The railways have provided for the conversion of this line from metre-gauge to broad gauge from Poona to Miraj and then

it branches off to Kolhapur. I would say that the line would be remunerative and convenient to the public only when it is extended from Miraj to Bangalore via Hubli. A direct broad gauge link from Bangalore to Poona will provide uninterrupted communication both for traffic and passengers from north to the south. This must be remembered.

16 hrs.

Again, I have already pointed out, the conversion of metre gauge from Bangalore to Guntakal will give uninterrupted communication from Bangalore right up to Delhi. These are the points which I must submit and I must say that you must have a regular programme—does not matter if it takes 10 years, 20 years or 50 years—for conversion of metre gauge to broad gauge throughout the country.

16.01 hrs.

#### MOTION RE AGITATION FOR SEPARATE STATE OF TELEN- GANA—contd.

MR. CHAIRMAN: The House will now take up further consideration of the following motion moved by Shri Kanwar Lal Gupta on the 18th August, 1969 namely:—

“That this House takes serious note of the agitation for separate State of Telengana and urges upon the Government to take necessary steps.”

Time allotted was 4 hours and 30 minutes; time already taken is 3 hours and we have got 1 hour and 30 minutes left now.

SHRI S. KANDAPPAN (Mettur): I think the Minister is sent for; so, let us continue with the Railway Demands till the Minister arrives here. I think, he will arrive in good time.

MR. CHAIRMAN: We are not concerned with whether the Minister is here or not. We must carry on with it.

SHRI S. KANDAPPAN: He must be there to reply. Telengana is such an

important affair and how can we carry on the discussion without the Minister being there?

SHRI RANDHIR SINGH (Rohtak): The Home Minister is there, Sir.

श्री प्रकाशवीर शास्त्री (हापुड़) :  
सभापति महोदय, श्री कंवर लाल गुप्त जी के प्रस्ताव पर मैंने एक संशोधन दिया था, जो इस प्रकार है :

आंध्र के तेलंगाना भाग की हर क्षेत्र में व्यापक उपेक्षा पर असन्तोष व्यक्त करती है और सरकार से अनुरोध करती है कि वह पृथक तेलंगाना राज्य की सम्भावनाओं पर विचार कर शीघ्र ही अनुकूल निर्णय लेने की दिशा में पग बढ़ाये।”

ये शब्द मैंने “पृथक तेलंगाना राज्य के लिए आन्दोलन पर गहरी चिन्ता व्यक्त करती है और सरकार से अनुरोध करती है कि वह आवश्यक कदम उठाये” के स्थान पर रखने का संशोधन दिया है।

सभापति महोदय, आपको स्मरण होगा कि जब जब इस सदन में इस प्रकार के प्रस्ताव आए हैं कि किसी राज्य के एक भाग को उस राज्य से पृथक किया जाए तो मैं इस सदन के उन सदस्यों में रहा हूँ जिन्होंने उस विचारधारा का या उस भावना का विरोध किया है। संसद के पिछले अधिवेशन में जब तेलंगाना की बात आई थी उस समय भी मैंने यह अनुरोध किया था कि तेलंगाना वासियों की जो कठिनाइयाँ हैं उनके ऊपर तो विचार किया जाए लेकिन तेलंगाना पृथक निर्माण की बात के ऊपर विचार करना देश के हित में नहीं होगा।

मुझे प्रधान मंत्री महोदय ने जब एक बैठक में बुलाया था तब उसमें मैंने अपनी ओर से तीन सुझाव दिये थे। पहला मेरा सुझाव यह था कि तेलंगाना क्षेत्र के किसी व्यक्ति को उप मुख्यमंत्री बनाया जाए। दूसरे वहाँ की क्षेत्रीय समिति के अधिकार बढ़ाये जायें और तीसरे यह कि वर्तमान मुख्य