

centage is coming down; on the other hand, the percentage will be certainly high if narrow gauge is taken into account.

**Mr. Deputy-Speaker:** The hon. Member may continue his speech on Monday.

Kashmir State in the interest of the country as a whole".

The balance of time available is 47 minutes.

Shri Sham Lal Saraf may continue his speech. He has already taken four minutes.

## COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

### THIRTY-THIRD REPORT

**Shri Hem Raj (Kangra):** I beg to move:

"That this House agrees with the Thirty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 19th February, 1964."

**Mr. Deputy-Speaker:** The question is:

"That this House agrees with the Thirty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 19th February, 1964."

*The motion was adopted.*

14.30 hrs.

## RESOLUTION RE: RAILWAY LINE FROM PATHANKOT TO RIASI— contd.

**Mr. Deputy-Speaker:** We shall now take up the further discussion of the following Resolution moved by Shri Gopal Dutt Mengi on the 13th December, 1963:—

"This House recommends that railway line be extended from Pathankot upto Riasi by the end of Fourth Five Year Plan to enable exploitation of the huge mineral potential and hydro-electric resources of Jammu &

Sir, from the recent events in that part of the country, which touches Pakistan on one side and China on the other, it has become abundantly clear that communications there must not only be safe but, equally, speedy, more particularly when the road communications between Jammu and Kashmir up to the present rail-head, Pathankot, are not always dependable. Therefore I would urge upon the Central Government and the Minister of Railways that they should give first priority to the construction of this railway line and bringing it into the interior of the State. I would press with all the emphasis at my disposal that this railway line may not be stopped in Jammu or at Riasi but taken right into the valley. That will firstly help us to maintain our communication system all the year round; secondly, make it possible for our defence forces and our armaments to move there in time. And this lines can be made use of at any time whenever necessity of utilising it might arise.

The second point is this. With all the development plans that are on these days, I personally feel that we have not been able to make much

[Shri Sham Lal Saraf]

headway in that part of the country, because our communications are still very poor, our transport is very poor, and we are lacking in giving all the necessary aid, assistance and help in developing that State. Power and communication, I would say, are the pre-requisites to any development and any progress that may be introduced in those parts of the country which we call the most backward areas of the country. In my State there is enough of potential for developing power. But the difficulty is that it is not possible to carry our machinery, carry our generators to those places where power could be generated, mainly because no pattern of our automobiles can take or carry the load for transporting the bigger machinery and bigger generators and other such machinery to enable us to put up big projects within the entire State. As my friend has said the other day, near Riasi the river Chenab is flowing, and even during the British days a survey had been made to generate power. And the minimum power that one loop alone can give is about 200,000 kilowatts. If full flow of the river is utilized it may give 1½ million kilowatts. If we make it possible to develop that area and are in a position to carry heavy machinery and heavy generators and other paraphernalia to that area, it will mean a tremendous benefit to the whole of the north from the point of view of power alone, because that power can easily be converted into a grid for the whole of Northern India, including Punjab, Himachal Pradesh and Delhi.

As has been specifically pointed out in this resolution, in that whole area, right on either side of the river Chenab, a number of minerals are found, as for instance iron ore, bauxite, etc. How much dearth do we find today in the matter of aluminium and its other ancillaries? And we can also get copper and a number of other ferrous and non-ferrous minerals all over the area. So also coal. Therefore, keeping in view, firstly, the necessity of developing that State

and, secondly, of getting the necessary raw materials from the State down to Punjab, Delhi and parts of U.P to feed the industries, it will be very much helpful if this line is developed.

Only last year we have been able to exploit some of our coalmines right across the Aknoor area in Kalakot and due to intensive drilling we could get a very good quantity of coal. But unfortunately it became prohibitive for want of cheap transport to bring it to Punjab where there is so much dearth of coal. And Punjab is really very hungry for coal and it needs a lot of it. But this whole project had to be given up for the simple reason that the transport charges are prohibitive. In spite of that, what little they could have, Punjab had to subsidise transport costs and then alone they could utilise it.

There is one other matter, to which I have referred once while speaking on the railway budget. In Jammu and Kashmir we grow a lot of timber, both hard timber and soft timber. Till now our Railways are purchasing the hard-timber sleepers known as Deodar. The hon. the Deputy Minister, Shri Ramaswamy, has gone there once or twice and seen things for himself. Now it is possible to convert our soft timber as well into sleepers by means of impregnating and seasoning. Therefore, I would submit that in case you can make cheap and quick transport available, it is possible that we may get the soft timber converted....

**Shri N. Sreekantan Nair (Quilon):** The soft timber is required for other things also, like plywood.

**Shri Sham Lal Saraf:** I will explain that. If that wood is impregnated and seasoned, it can very well supplement in meeting our demand as far as hard timber is concerned for our Railways for sleepers. I know how much of money in the foreign ex-

change our Railway Ministry has to spend on imports of sleepers from Burma and other places. If you make it possible to get this road transport there, I can assure you that it will render the State so easy to work out a number of forests there which will make a lot of timber available to the State, for use in the Railways and other departments wherever you may have need for them.

As regards soft timbers, as my hon. friend has said, they can be used, for instance, for making plywood, matches, etc. But we have a number of other species there. There is no dearth of them. But some of the soft-wood trees like 'kail' and fir and other species have a much bigger girth, even fifty feet sometimes. That soft wood sometimes goes waste. Today most of it is utilised either for packing boxes or as fuel or sometimes for building material.

**Shri Warior (Trichur):** Is there no creosoting plant there?

**Shri Sham Lal Saraf:** Impregnation has to be done. The timber has to be impregnated.

**Shri Warior:** But is there no creosoting plant?

**Shri Sham Lal Saraf:** We have a plant. That is for a very limited use. My submission is that once you create a demand and see how much potential is there for supply of raw material, naturally these things will come up. Today it does not happen at all for want of cheap and speedy transport.

So my submission is that, in the first place, this is necessary for our defence purposes. Secondly, we could always remain alert and this will be of much help to our armies, with the State having two enemies on its sides. Thirdly, this will help in the development of that area. Fourthly, it will help in earning foreign exchange by attracting foreign tourists and visitors.

Kashmir is really the Playground of the East. But today there are a number of difficulties for the foreign tourists. They are stranded for days together.

Therefore, my submission would be, in view of all these matters, it would be very much helpful to the country as a whole if this railway line is completed early.

With these words, Sir, I submit that the resolution be accepted by the House.

**श्री हेम राज (कांगड़ा) :** उपाध्यक्ष महोदय, यह जो रेजोल्यूशन श्री गोपालदत्त मैगी ने रक्खा है यह बड़े महत्व का है। वह इस लिहाज से है कि जम्मू व काश्मीर की जो रियासत है उसकी एक स्ट्रैटिजिक इम्पोर्टेंस है। चूंकि मैं पहाड़ी इलाके से आता हूं, मैं एक पहाड़ी होने के नाते समझता हूं कि यह जितने भी हमारे बौर्डर एरियाज हैं उनके लिए जरूरी हो गया है कि भारत सरकार उनकी तरफ ख़ास तौर से ध्यान दे। आज जब कि एक तरफ चीन हमारा दुश्मन बैठा है और दूसरी तरफ हमारा पाकिस्तान दुश्मन बैठा है, अगर हमने इन सख्ती इलाकों को यूं ही छोड़ दिया तो हम भारत की सुरक्षा को खतरे में डालने का काम करेंगे।

वहां पर सब से ज्यादा जरूरत यातायात व्यवस्था कायम करने की है क्योंकि उसके अभाव में एक ख़ास वक्त पर जल्दी से हम सारी आवश्यक चीजें आज वहां पर नहीं पहुंचा पाते हैं। इसलिए मैं कहता हूं कि यह रेलवे लाइन स्ट्रेटिजिक वाइंट अफ व्यू से आवश्यक है। दूसरे यह इस लिहाज से भी जरूरी है कि हमारे उन पहाड़ी इलाकों में जो मादनियात हैं, खनिज पदार्थ भरे पड़े हैं और जो कि वहां पर ड्रिंलिंग न हो सकने के कारण अभी तक निकाल नहीं सके हैं क्योंकि भारी सामान वहां पर पहुंचाया नहीं जा सकता है, इस रेलवे लाइन की व्यवस्था

[ श्री हेम राज ]

हो जाने से उनका एक्सप्लायटेशन संभव हो सकेगा ।

पहले कभी जम्मू तक रेलवे लाइन जाती थी जो कि सियालकोट से जाती थी । लेकिन जिस वक्त से हमारी अपनी केन्द्रीय सरकार, यह अपनी कौमी सरकार बनी उस वक्त से वह लाइन तो हमारे पास से चली गई लेकिन हम जम्मू को आज तक अपने से रेलवे लाइन के जरिये कनेक्ट नहीं कर सके । इसलिए मैं समझता हूँ कि जहाँ एक तरफ तो यहाँ से कहा जाता है कि जम्मू और काश्मीर को हिन्दुस्तान का अंग बनाया जाय तो उसको अंग बनाने के लिये.....

**एक माननीय सदस्य :** अंग तो वह हमारा बना हुआ है ।

श्री हेमराज : ठीक है अंग वह हमारा हो चुका है लेकिन वहाँ तक रेलवे लाइन चली जाय तो वह अपने आप अंग मजबूत होता चला जाता है । एक तरफ तो आप कह रहे हैं कि वह हिन्दुस्तान का अंग है तो जो अपना अंग है उसको अपने साथ हमें मिलाकर रखना है । पाकिस्तान दूसरी तरफ कहता है कि वह अंग नहीं है इसलिए जितने भी हम वहाँ पर यातायात के साधन बढ़ाते चले जायेंगे, उतना ही वह आप के और ज्यादा नजदीक होता चला जायगा । इस लिहाज से मैं आपको यह अर्ज कर रहा हूँ कि जम्मू काश्मीर हमारा अंग है और उस अंग को हमें पूरी तौर से नशवोनमा देनी चाहिए । उसको पूरे तरीके से फरनिश करना चाहिए और ज्यादा से ज्यादा मजबूत बनाना चाहिए । जिस तरीके से मेरे से पहले के माननीय सदस्य ने कहा मैं भी चाहता हूँ कि वहाँ की जो फौरेस्ट वैल्य है उसका इस रेलवे लाइन का इन्तजाम कर देने से पूरी तौर से एक्सप्लायटेशन कर सकते हैं । वहाँ पर जो बौक्साइट, आयरनओर्स और कोल वगैरह पाया जाता है उसका हम पूरा उपयोग कर सकते हैं । अब आज कोल की

पंजाब को सब से ज्यादा जरूरत है । पंजाब की स्मोल स्केल इंडस्ट्रीज मेरे ब्याल में सारे हिन्दुस्तान में सब से आगे है । आज चूकि पंजाब को उन इंडस्ट्रीज के लिये कोयला काफी दूर से मंगाना पड़ता है इस लिए वह वहाँ पहुँच कर काफी महंगा पड़ता है जिसके कि परिणामस्वरूप वहाँ की यह स्मोल स्केल इंडस्ट्रीज कामयाबी के साथ चल नहीं पा रही हैं । इसलिए यह कोयला पंजाब के लिए बहुत मुफिद साबित होगा । रेलवे लाइन के बन जाने से उस पहाड़ी इलाके की जो भी मिनरल वैल्य है और जो वहाँ की फौरेस्ट वैल्य है उस तमाम का पूरा पूरा फायदा हम उठा सकते हैं ।

माननीय सदस्य ने रिआसी तक जो रेलवे लाइन मांगी है वह इस कारण भी महत्वपूर्ण है कि वहाँ पर वैष्णो देवी का मन्दिर है जहाँ कि हर साल करीब २, ३ लाख भक्तजन पहुँचते हैं । इसलिए इस रेलवे लाइन के ऐक्स्टेंड होने से यात्रियों को भी काफी सुविधा बढ़ जायेगी और यात्रियों की तादाद और भी अधिक बढ़ जायगी । इन सारी बातों को मदे नजर रखते हुए यह निहायत जरूरी है कि बोर्ड एरियाज में यातायात की सुविधा दी जाय । वहाँ की जो कुदरती दौलत है उसको हमें यहाँ लाना है और कौमी इंटैंगरेशन के लिए भी यह निहायत जरूरी है कि यह रेलवे लाइन जल्द से जल्द बनाई जाय । यह ठीक है कि आपने जम्मू के सर्वे के लिए थोड़े हजार रुपया रक्खा है, थोड़ी सी आप सर्वे करने लगे हैं

**श्री गोपालदत्त मैगी :** सर्वे हो चुका है ।

श्री हेमराज : अगर सर्वे हो चुका है जैसा कि श्री मैगी कह रहे हैं तो मैं समझता हूँ कि सरकार को उस रेलवे लाइन को जल्द से जल्द बनाने के लिए अमली कदम उठाना चाहिए । इन शब्दों के साथ श्री मैगी ने जो प्रस्ताव रखा है उसका मैं अनुमोदन करता हूँ ।

**The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):** Mr. Deputy-Speaker, Sir, five hon. Members have spoken on this resolution. They have spoken with intimate knowledge of the area. They have spoken with feeling also. Their main point was that it has been talked of for a long time and it has not reached fruition.

The history briefly is this. Jammu was formerly connected by railway through Sialkot. After the partition that line was cut off. So the Central Government decided that the railway line should be extended to Jammu area at least, and it was with a view to doing that that in 1954 they decided on extending the railway line from Pathankot to Madhopur. That was done in 1955.

**Shri Hem Raj (Kangra):** Only five miles.

**Shri S. V. Ramaswamy:** I am coming step by step. Subsequently it was decided that it should be extended up to Kathua. This was estimated at Rs. 1.77 crores. Though the distance is not much, there is the huge Ravi river which alone takes away more than Rs. 1 crore to construct a bridge. When we were considering further extension up to Jammu as was suggested by the Jammu and Kashmir State, a further idea was placed before us that it should be extended up to Riasi. So, Sir, this survey was also undertaken.

Hon. Members have said that there has been a considerable delay in extending the line even up to Kathua. My explanation for this is that there was some difference of opinion with regard to the siting of the bridge. There was one other Ministry which was concerned with this and there was some discussion between this Ministry and that Ministry as to the location of the bridge. That itself took some time. Finally it was resolved and it has been located at the place where it is now situated. Subsequently there was difficulty with regard to getting foreign exchange

and the requisite material like mild steel, specialised steel etc., for the construction of the bridge. After all, we have got it and we have placed the order on a firm in Calcutta. These are bridges which have got to be built specially and only the private sector is capable of fabricating these bridges. But it would appear that they are fully booked and it would take some time. We are pursuing this matter very vigorously and in all probability the remaining two or three piers will be constructed in a few months and the bridge itself will be ready for opening by about the middle of 1965.

My friends wanted to know whether the survey has been done. As I submitted, we originally thought of the survey up to Jammu. Two alternative lines have been suggested, one somewhat north of the trunk road and the other somewhat south. Here again, some difference of opinion has crept in between this Ministry and another Ministry which is concerned with this.

**Shri Hem Raj:** Which is the other concerned Ministry?

**Shri S. V. Ramaswamy:** You know it.

**Shri Thirumala Rao (Kakinada):** Transport?

**Shri S. V. Ramaswamy:** Defence Ministry. Our stand is in favour of the southern alternative, which is supported by the Jammu and Kashmir State also. This has got to be resolved as to which alternative we are going to take up before we actually take up construction work.

We have done our part of the job, namely, undertaking a survey, investigating the whole matter etc. Here I would like to give some particulars to the House. The Southern alignment is 49 miles long and the Northern alignment is 55 miles long. Bridging is heavier on the northern alignment and there are about 4,20

[Shri S. V. Ramaswamy]

ft. of tunnelling. We have worked out the cost also. The southern alignment is cheaper. It works out to Rs. 18 lakhs per mile, totalling Rs. 8.87 crores. In the northern alignment, which is 55 miles, the average cost per mile comes to Rs. 22 lakhs. Therefore, the cost of the 55 miles will come to Rs. 12 crores.

**Shri Hem Raj:** Which alignment is nearer to Pakistan border?

**Shri S. V. Ramaswamy:** I have referred to the northern and southern alignments. The hon. Member can guess which will be nearer to the border. Does he want me to say that? We have investigated the line from Jammu to Riasi also, which is a distance of 30.57 miles. The cost per line there is nearly double that of the northern alignment itself. The average cost comes to Rs. 41 lakhs per mile, which we have not come across anywhere in India. The maximum has been somewhere near Rs. 22 lakhs to 23 lakhs in the most difficult cutting here, but on this section which has been proposed, namely, Jammu to Riasi, it comes to Rs. 41 lakhs per mile and so for these 30 miles the total cost will be about Rs. 12½ crores. The cost is so high there because there is heavy bridging and about 15,000 ft. of tunnelling is involved. These are the facts before us.

Further, the question of return on an investment at a cost of Rs. 11 lakhs per mile has also got to be investigated thoroughly. Because, after all, the money of the railways is the nation's money and any use of that money in ways which will not be more profitable than anything else will certainly be questioned by Parliament here. That is not to say that the interests of Jammu and Kashmir should not be given special consideration. It is a backward State.

**Shri Hem Raj:** Will Parliament deny money for a border State?

**Shri S. V. Ramaswamy:** That is for Parliament to say. We will carry out only what the Parliament says. The Ministry has to carry out the behests of Parliament.

**Shri Kashi Ram Gupta (Alwar):** What about the defence point of view?

**Shri S. V. Ramaswamy:** I am afraid, I am not competent to say anything on behalf of the Defence Ministry. That question may be asked to the other Ministry.

As my hon. friend, Shri Sham Lal Saraf has said, there is immense forest wealth in Kashmir. There are enough timber to supply the Indian railways with sleepers. There are conifer, fir, deodar, *chir* and other trees which we cannot get in other parts of India. My hon. friend has further suggested that there is coal, bauxite and so many other minerals. Though the assessment is not complete, still it is good that these minerals, valuable to the country, valuable to the neighbouring States and valuable to that State itself, have been discovered. It is also good that Shri Saraf has brought out the fact that there are immense potentialities for the development of power. These are all very good. But the difficulty, as I submitted, will be in coming to a decision as to what should be done; firstly, whether it should be the northern or the southern alignment and, secondly, whether it should be extended beyond Jammu to Riasi.

These are the problems that are awaiting solution and I am sure that some decision will be taken quickly in consultation with the other Ministry concerned, and I do hope that the Planning Commission also will be generous enough to take into consideration the aspirations of this State to have the railway line extended from Madhopur to Katua and beyond and allot the necessary funds.

**Shri Thirumala Rao:** Sir, on a point of information. Who takes the decision the Planning Commission or the

2015 Resolution re: PHALGUNA 2, 1885 (SAKA) Resolution re: 2016  
Railway line from Proclamation of  
Pathankot to Riasi Emergency

Government of India? Every time the Planning Commission is pointed out as one reason for all the delays.

**Shri S. V. Ramaswamy:** I am surprised that my esteemed friend, Shri Thirumala Rao, was also a member of the Government, should put this question to me.

**Shri Hari Vishnu Kamath** (Hoshangabad): Efflux of time. That was some years ago.

**Shri S. V. Ramaswamy:** But there has been no change. So, I do hope that a decision will be arrived at quickly and the aspirations of the people will be realised.

So far as the Resolution is concerned, it is good that it has been placed before the House, and it is good that members from that area have spoken so strongly about it, but I hope with what I have said the hon. Member, having move it, will withdraw it.

**Shri Gopal Datt Mengi** (Nominated—Jammu and Kashmir): Mr. Deputy-Speaker, Sir, as the House has seen, all the Members of Parliament from Jammu and Kashmir have spoken in favour of the Resolution. Not only that, one hon. Member from Punjab, belonging to the Hill areas, has also supported this Resolution. I am happy and grateful that the Ministry is taking a sympathetic view on this question. But, at the same time, I am sorry to say that the Ministry is taking such a long time in finalising the project. It should decide as soon as possible whether it is taking the southern or northern alignment because the whole progress, the whole development of Jammu and Kashmir has been stopped as a result of the absence of this railway. Therefore, my submission is, as I have mentioned before in my opening speech, the extension of the railway line from Pathankot to Riasi will usher in a new era of industrialisation, of mineral exploitation and prosperity for the State. As our State progresses,

as prosperity comes there, the employment potential would also increase and, as a consequence of that, thousands of Kashmiri people who now have to go to Punjab and other parts of India in search of employment will find work near their own homes. Therefore I would submit that the Ministry should give its positive and most sympathetic consideration to this Resolution and move in this matter as quickly as possible.

With these words, I beg leave of the House to withdraw the Resolution.

**Mr. Deputy-Speaker:** Has he the leave of the House to withdraw the Resolution?

**Some Hon. Members:** Yes.

*The Resolution was, by leave, withdrawn.*

15.00 hrs.

RESOLUTION RE: PROCLAMATION OF EMERGENCY

**Shri Tridib Kumar Chaudhuri** (Berhampur): Sir, I beg to move the following Resolution:—

“This House is of opinion that the Proclamation of Emergency declared by the President on the 26th October, 1962 need not be continued any further and hence recommends to the Government to advise the President to revoke the same.”

Sir, there would have been no occasion for me to move this Resolution if the Government had carried out and fulfilled the assurance that was held out by the hon. Home Minister when he wound up the debate on the Preventive Detention (Amendment) Bill which we passed last session. It is just two months back that he gave us this categorical assurance in reply to a question put to him by our hon. friend, Shri Nath Pai, that is, “We want to end the