

- (4) Consideration and passing of the Advocates (Third Amendment) Bill, 1962.
- (5) Further consideration of the motion for modification of the Conduct of Election (Second Amendment) Rules, 1962.
- (6) Further discussion of Shri Nath Pai's motion on the short-fall in the targets of the Third Five Year Plan.
- (7) Discussion on the manufacture and sale of adulterated and spurious drugs to be raised by Shri Mani Ram Bagri and others, at 3 P.M. on Monday, the 20th August, 1962.
- (8) Discussion on the Report of the Life Insurance Corporation of India for the year ended 31st December, 1959, along with the Audited Accounts, laid on the Table of the House on the 12th December, 1960, on a motion to be moved by Shri Ram Ratan Gupta and others, at 3 P.M. on Wednesday, the 22nd August, 1962.

12.05 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1962-63

Mr. Speaker: The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1962-63. One hour has been allotted for this.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Sir, two supplementary demands aggregating to Rs. 17 lakhs in respect of demands Nos. 2 and 17 have been presented consequent on certain post-budgetary developments. The supplementary demand No. 2 for

Rs. 12 lakhs is mainly for undertaking five surveys on different railways and are in connection with the doubling of about 525 miles on certain trunk routes to increase the line capacity in connection with the movement of coal transport consequent on the stepping up of the production target from 97 million tons to 101 million tons. This may materialise in the later part of the Third Plan or early in the Fourth Plan but certain surveys will be difficult and therefore they have to be started early. For instance, the preliminary-cum-final location survey for doubling of the remaining 260 miles between Kharagpur and Vizianagaram on the East Coast section of the South-eastern Railway will be a very difficult line survey.

The sixth item covers the preliminary engineering-cum-final location and traffic surveys for the construction of certain sidings about 50 miles, beyond Bachel, required to serve the various ore deposits in the Bailadilla area. This has recently been indicated by the National Mineral Development Corporation.

Then there is Demand No. 17—Open Line Works—replacements. This is for a sum of Rs. 5 lakhs. It is in the nature of a token grant to bring to the notice of Parliament specifically the five works of development on the different railways. These are for doubling, to meet the new pattern of the coal movement at the end of the third Plan. Each one of these will cost nearly Rs. 2 crores or over. There is a token provision for Rs. 1 lakh for each of these works. This is in conformity with the recommendations of the Public Accounts Committee in their 40th report, which are as follows:—

“...that Parliament should be apprised of and financial approval taken in advance of commencing works involving large amounts of expenditure.”

Hence the motion.

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 12,00,000 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, 1963, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENT

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 5,00,000 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, 1963, in respect of 'Open Line Works—Replacements'."

Shri S. M. Banerjee (Kanpur): Mr. Speaker, Sir, I would like to confine my remarks to Demand No. 17. I am all for supporting this demand because it is meant for doubling the lines. It has become absolutely necessary. In doing so, I would try to bring to the kind notice of the hon. Minister the question of staff working in constructing a line in Rourkela for taking iron ore to the Rourekala steel plant. This work is generally known as the Bondamunda-Dumaro Construction, E.E. Railway. I am told that some staff was brought from Calcutta and other places belonging to the S.E. Railway and they were being paid some construction allowance. The work on the line started in 1956 and the construction allowance began to be paid from April, 1957. I do not know why this construction allowance has been stopped from 20th April, 1961 when it is said that no passenger train or goods train can run on that line. The hon. Deputy Minister may say or the Railway Ministry may come out and say that this line is being used for taking iron ore to the Rourkela steel plant. But the con-

struction allowance was sanctioned by the Railway Department on a definite understanding that this will be stopped only after this line was opened to goods and passenger traffic. My submission is neither the passenger trains nor the goods train run on this particular line. All the staff who are working there in the Accounts Department and in other departments are not unfortunately getting this allowance.

I may invite the attention of the hon. Minister to the other line known as the DBK Projects. Whosoever is working on that line, accounts staff or any other staff, is entitled to the construction allowance. I would, therefore, request the Minister to see that in the larger interests of the railways, in the interests of efficient working on this particular line, as well as on the other line to which I referred to earlier, this allowance should be restored. The allowance was stopped on 20th April, 1961, and today I am sorry to say that no reply has been given either by the Railway Board or by the General Manager or by the accounts officers in charge of this particular project. I would, therefore, invite your attention to this aspect of the matter and request that some light may be thrown on it. If prior notice is to be given, he may kindly make the necessary investigation and give the information.

With these words, I support the demand.

Shri Joachim Alva (Kanara): Mr. Speaker, Sir, speaking about Demand No. 2, I do not know how the Minister has settled the priority in regard to surveys. The hon. Deputy Minister recently went on a non-official visit to my constituency of North Kanara. I am grateful to him for that, though he did not give me any intimation. But the people in the town across which he passed, Haliyal, and who have been demanding a railway, wrote to me that he did not stop there, though it was only 10 miles across the route. I am in a spirit of

opposing this demand and I would like to know how this priority for surveys is fixed.

When I made a demand for a survey of my constituency, the hon. Railway Minister was not generous enough to mention it even in his speech. There is not even a file in regard to the survey. I know we cannot oppose the policies while speaking on supplementary demands. All that I would like to plead is I want to know how these priorities are fixed up and why my constituency, which has not got a railway for several years, where even a Minister goes *incognito*, without even informing me.....

Shri S. V. Ramaswamy: My tour programme is sent to all M.Ps. concerned.

Shri Joachim Alva: I did not get it.

Shri S. V. Ramaswamy: Perhaps he was away abroad.

Mr. Speaker: Probably he might have gone out of India.

Shri Joachim Alva: No, Sir. I look into every letter that I get whether I am in or out.

On a previous occasion, this Deputy Minister, Shri Ramaswamy, said that a railway could not be put in my constituency. A fortnight ago, he was going to Dandeli, but he did not stop on the way at Haliyal which was hardly 10 miles away, where people are demanding a railway. They wrote to me saying, if he had stopped, they would have put a hundred garlands round him... (*Interruptions*). I am not saying it in any spirit of humour. When people are demanding a railway, at least a survey can be promised. A survey means something at least, that something is moving somewhere. But when there is no file even moving inside the Railway Board, it is time we asked the high-ups in the railways as to what they are doing about a backward area, but which from the national point of view is

perhaps India's best area, because it is very rich from the harbour point of view, electricity and power point of view, mineral point of view, timber point, arecanut point of view and even in man-power. As I said, I am a member of the ruling party and I cannot oppose a demand, but I am in a mood to oppose it altogether in the interests of my constituency.

I would pinpoint the demand of my constituency. The Deputy Minister went on a visit less than a fortnight ago to the Dandeli area, which is going to become a very important industrial centre of India with several high grade factories. He was seeing the light railway which was very rickety and which was supposed to carry timber, belonging to the forest Department. We are glad to know that the Central Government is taking over that railway. That is good news. We do hope that next time when the railway budget is presented, the hon. Railway Minister, guided by his two able deputies, will see that Karwar is included in the survey.

Shri P. K. Deo (Kalahandi): Mr. Speaker, Sir, I would like to confine my observations to Demand No. 2 in relation to the South-Eastern Railway. As pointed out by several speakers in this House on previous occasions, this is the most important railway in the entire railway system of India, because it caters to the needs of four steel mills. Regarding the expansion programme of the South-Eastern Railway, I beg to submit that the survey that is being undertaken for the D.B.K. Railway Projects—Dandakaranya-Bolangir-Kiriburu Railway Projects—has been entrusted to a staff which is located at Waltair. Their activity is very much widespread. It means the extension of the Bondamunda line and linking of the Sambalpur-Titilagarh line, and the survey and construction of the Kotavalasa-Bailadilla section of the D.B.K. line. It is the most important line. As many as 49 tunnels have to be done. Our export target of 10 million tons of

[Shri P. K. Deo]

iron ore to Japan has to be facilitated through the Vishakhapatnam Port in which very soon we are doubling the capacity to export. I beg to submit, Sir, that the progress made in this regard is not very satisfactory. We have got grave doubts whether we can stick to the schedule and the actual export of iron ore could be made in time. We have got grave doubts whether we shall be able to fulfil our various commitments regarding our exports to Japan.

In this connection, Sir, I have a suggestion to make. Instead of the Kottavalasa-Bailadilla line being a blind line that is the railway line coming to a stop at Bailadilla, which is one of the largest iron ore fields in the world—I submit that the line should be further extended to meet either at Ballarashah or at Sirpur on the Wardah-Vijayawada section of the Central Railway. This line was surveyed a long time back. In those good old days the Nizam Government of Hyderabad wanted to put steel mill by utilising the coal from the coal fields of Chanda and the iron ore deposits of the Bailadilla mines.

Sir, there is a great possibility of developing that backward area of our country. If you will have a glance at the railway map you will find that there is a big gap without railway, that is the Bastar-Chanda-Koraput area. That contains large number of rich mineral deposit. It has got bauxite ore with the highest percentage of aluminium content. There is iron ore also. There is coal in Chanda which is quite suitable for a steel plant. I submit that the Government should consider the desirability of having a survey made from Bailadilla to Ballarshah. Further, I would like to point out that in those good old days, the Bengal-Nagpur Railway, which is now called the South-Eastern Railway, made a survey of this area. The survey was conducted by Mr. Parkes to have a railway line from Kesinga to Nowrangpur and join the

D.B.K. line somewhere at Boriguma or Kotpad. That survey report has been put in cold storage. I think that should be taken up and the construction work, if not possible in the Third Plan, may be taken up at least in the Fourth Plan.

I have another suggestion to make. The Kiruburu section of the D.B.K. line which branches off from Bondamunda goes eastwards towards Barsuan area. There is a gap of about 60 miles between Talcher, which is the terminus of Talcher line which branches off from Cuttack and the line. If that gap of 60 miles could be filled and if there is an extension of the railway line to meet at Talcher, then there is every possibility of developing the Paradip Port. Then we can export millions of tons of iron ore, which are still unused, to Japan or to other countries through this Paradip Port, and that will help us, to a great extent, to earn the much needed foreign exchange of which we are short at present. We find from this Demand that the doubling of the section between Kharagpur and Vijayanagaram has not been taken up. It has been shelved. It is probably hoped that this work may be taken up during the Fourth Plan. It is one of the most important sections of our railway system. It is through this section that coal movement to South India takes place, where there is no coal at all. The entire Southern Railways depends upon the movement of coal from the Bihar and Orissa (i.e. Talcher) coalfields through this section. Many of the industries in the south are also being closed down due to the limited supply of coal. So, I submit that this should be given top priority to facilitate the movement of coal and to give the final word to our first iron ore plant in the South which is likely to come up at Salem or nearabout. Therefore, the doubling of this line should be taken up in right earnest.

Then, even though there is a proposal to double the line from Nagpur to Howrah, the main line of the South Eastern Railways, as far as the work between the Bhilai Nagpur section is concerned, it is not at all satisfactory. I think it was scheduled that the work would be completed by 1963 but considering the progress so far made I do not think anybody would be satisfied that the work would be completed by that time because the two main bridges on Waynganga and another big river in that section have not been taken up as yet. So, I submit to Government to leave no stone unturned to complete this important work in time.

अध्यक्ष महोदय : श्री योगेंद्र झा ।

श्री योगेंद्र झा (मधुवनी) : अध्यक्ष महोदय, मुझे सप्लीमेंटरी डिमांड्स (जनरल) पर बोलना है ।

अध्यक्ष महोदय : माननीय सदस्य ने मुझ को यह बात नहीं बताई ।

श्री शिवमूर्ति स्वामी ।

श्री शिवमूर्ति स्वामी (कोपल) : अध्यक्ष महोदय, अभी तीन ही महीने हुए, जब कि इस सदन में रेलवे का बजट पास किया गया था । सरकार की ओर से जो गलत अन्दाजा लगाने की वजह से आज सप्लीमेंटरी डिमांड्स पेश की गई हैं; उस का मैं विरोध करता हूँ । फिर भी चूंकि इन डिमांड्स में नई लाइन्स, ओपन लाइन वर्क्स और सरवेज के बारे में आंकड़े दिये गए हैं, इस लिए मैं उनका स्वागत करता हूँ अपने राज्य तथा क्षेत्र के बारे में दो चार बातें कहना चाहता हूँ ।

यह अफसोस की बात है कि भारत वर्ष एक मुल्क होने हुए भी नई लाइन्स डालने और सरवे का काम तमाम स्टेट्स में एक सा नहीं हुआ है । आप को यह जानकर ताज्जुब होगा कि हालांकि तीन पंच-वर्षीय योजनाएँ

गुजरात, लेकिन मैसूर स्टेट में अर्थात् कर्नाटक में अभी तक एक मील भी रेलवे-लाइन बिछाने का काम नहीं हुआ है और ऐसा कोई साम शुरु भी नहीं हुआ है । हर बजट पर डिस्कशन के समय और हर सवाल में हम इस बात का जिक्र करते हैं कि उस क्षेत्र में रेल-व्यवस्था की बहुत सख्त जरूरत है, जहाँ पर खानें हैं, आयरन-ओर पाया जाता है और जहाँ पर डेवेलपमेंट का काम हो रहा है । मैं तुंगभद्रा के उस क्षेत्र से आ रहा हूँ जहाँ बहुत कुछ डेवेलपमेंट हो रहा है । मैं आप को बताना चाहता हूँ कि वहाँ पर एक मील भी रेलवे-लाइन बिछाने का काम शुरू नहीं हुआ है ।

माननीय सदस्य, श्री आल्वा, ने कारवाइ के बारे में आप के सामने अपने विचार रखे हैं । वहाँ पर रेल-व्यवस्था को डेवेलप करना सिर्फ एक मैसूर के लिए बल्कि सारे मुल्क के लिए अशद जरूरी है ।

सरकार की ओर से पूना से मिराज तक बड़ी लाइन डालने का विचार किया जा रहा है । इसी प्रकार गुन्तकाल से हास्पेट तक बड़ी लाइन डालने के सम्बन्ध में सरवे हो रहा है । लेकिन मैं चाहता हूँ कि कम से कम गुन्तकाल से हुबली तक और पूना से हुबली तक ब्राडगेज लाइन बिछाने की व्यवस्था कीजाये, नहीं तो यह योजना बिल्कुल बेकार होगी ।

मैं यह निवेदन करना चाहता हूँ कि रेल-व्यवस्था के सम्बन्ध में यह विभाग बहुत सालों से पिछड़ा हुआ है और ट्रांसपोर्ट की उचित सुविधा न होने की वजह से एग्रीकलचरल प्रोड्यूस और व्यापार को जो नुकसान हो रहा है, उसको पूरा करने के लिए यह अशद जरूरी है कि जल्द से जल्द यह सरवे का काम शुरू कर के कम से कम तीसरी पंच-वर्षीय योजना में इस क्षेत्र की

[श्री शिवमूर्ति स्वामी]

रेल-व्यवस्था को उन्नत करने का प्रयत्न किया जाये।

मुल्क के दूसरे भागों में हज़ारों मील रेलवे लाइन डाली गई है, लेकिन हमारे यहां दस मील रेलवे-लाइन भी अगर न बिछाई गई, दो यह उचित न होगा। इस कारण दक्षिण भारत में यह फ्रीलिंग पैदा हो रही कि उत्तर भारत में, या अन्य कुछ प्रान्तों में, रेलवे का ज्यादा काम किया जा रहा है और हमारे यहां एक मील भी रेलवे लाइन नहीं बिछाई जाती है, उस का क्या कारण है। हम लोगों से पूछा जाता है सदन में जा कर क्या करते हैं।

लिहाजा इस कमी को पूरा करने के लिए यह जरूरी है कि या तो इन सप्लीमेंटरी डिमांडज़ में या दूसरी सप्लीमेंटरी डिमांडज़ में जल्द से जल्द यह सखे का काम हाथ में लिया जाये। माननीय मंत्री को यह नहीं समझना चाहिए कि हम अपने क्षेत्र की ही बात करते हैं, बल्कि उन को अनुभव करना चाहिए कि मैसूर में एक मील रेलवे-लाइन भी न बिछा कर कर्नाटकवासियों के साथ स्टेपदरली ट्रीटमेंट हो रहा है। मैं आशा करता हूँ कि मेरे मुझ पर गौर किया जायेगा। इतना ही प्रार्थना करते हुए मैं अपना भाषण समाप्त करता हूँ।

श्री रामेश्वरानन्द (करनाल) : ओं सनो बहुर्जनिता सविधाताधामानिवेद भुवनानि विश्वा। यत्र देवा अमृतमानशानास्तृतीये धामन्न ध्यैरयन्त।

अध्यक्ष महोदय, रेलवे का बजट पहले ही बहुत है। उस के लिए और अनुदान स्वीकार करने का अर्थ प्रति हानि पहचाना है। रेलवे में पहले ही इतनी निज़ूलक्षर्ची है, जिस का कोई अन्दाज़ा नहीं लगा सकता।

जैम सरकार के और विभाग शहरों की तरफ दे देखते हैं, गांवों की तरफ उन्होंने आंखें बन्द कर रखी होती हैं, उसी तरह से

रेलवे विभाग ने भी गांवों की तरफ आंखें बिल्कुल बन्द कर रखी हैं चश्मा होते हुए भी वह उनकी तरफ देखता नहीं है। मैं आपको दिल्ली से अम्बाला, अम्बाला से सहारनपुर

अध्यक्ष महोदय : माननीय सदस्य किस पर बोल रहे हैं ?

श्री रामेश्वरानन्द : अनुपूरक मांगो पर।

अध्यक्ष महोदय : कौन सी डिमांड पर ?

श्री रामेश्वरानन्द : रेलवे की।

अध्यक्ष महोदय : रेलवे की कौन सी डिमांड पर? सदन के सामने दो ही डिमांड हैं, २ और १७। मादनीय सदस्य किस पर बोलना चाहते हैं ?

श्री रामेश्वरानन्द : १७ पर।

अध्यक्ष महोदय : १७ तो सिर्फ डबलिंग के बारे में है। खैर, माननीय सदस्य जो कुछ कहना चाहें, पांच मिनट में कहें दे।

श्री रामेश्वरानन्द : मैं उतना ही समय लूंगा। मुझे अधिक समय लेने की आवश्यकता नहीं है।

मैं कह रहा था कि जितनी अधिक मैं अधिक मुविधा दी जाती है, वह शहरों को तरफ दो जा रही है। पीछे मैंने यहां पर प्रश्न पूछा था कि अम्बाला से दिल्ली तक डबल लाइन की जायेगी या नहीं, तो उत्तर मिला था कि अभी ऐसा कोई विचार नहीं है। आप देहली क्षेत्रों के स्टेशनों पर जाकर देखिये। वहां पर ऐसी स्थिति है कि गर्मी, सर्दी और वर्षा में लोगों के मिर छिगाने के लिए कोई जगह नहीं है। उनके लिए छाया का प्रबन्ध नहीं है। वहां पर कोई विश्रामालय नहीं है। इन प्रकार स दर्पवस्था है। जो फाटक हैं, उनको आप जाकर देखें। उन को और किसी प्रकार का ध्यान नहीं दिया जाता है। घंटों गाड़ियां खड़ी रहती हैं घंटों बेचारे यात्री खड़े रहते हैं।

अध्यक्ष महोदय : फाटकों का तो इस समय सवाल नहीं है। माननीय सदस्य कुछ वस्तु इन्तज़ार करे। जब रेलवे बजट पर विचार होगा, तो उस समय वह ये बातें कह सकते हैं।

श्री रामेश्वरानन्द : बहुत अच्छा।

मैं कह रहा था कि लाइजनों को डवल किया जाना चाहिए, परन्तु देहातों का भी ध्यान रखा चाहिए। पानीपत की लाइन बड़ी देर पहले ग्रंथेज के वक्त चला करती थी। अभी तक उमका थोड़ा सा टुकड़ा बना है, बाकी ज्यों का त्यों बीच में पड़ा है। बे बनाई तो जाएं। किन्तु पैसा ले लिया जाता है, पैसा स्वीकृत तो करा लिया जाता है मगर उस तरफ ध्यान बहुत कम दिया जाता है। मैं चाहता हूँ कि शहरों की अपेक्षा देहातों को अधिक लक्ष्य में रखा जाना चाहिए। रेलों देहातों के सिर पर से चलती हैं, मगर देहातों की तरफ ध्यान न देकर केवल शहरों की तरफ आज ध्यान दिया जा रहा है। मैं चाहता हूँ कि गाड़ों निकलें, डबलिंग लाइनों का हो, किन्तु देहाती क्षेत्रों को भी लक्ष्य में रखा जाना चाहिये और देहाती क्षेत्रों को लक्ष्य में रखते हुए वह काम किया जाना चाहिये और केवल शहरी आबादी की सुविधा की ओर ही ध्यान नहीं दिया जाना चाहिये।

Shri Daji (Indore): Sir, while the Demands for supplementary grants are welcome as they are made particularly with reference to coal movement, the first thing that strikes one is the improvised manner in which the whole matter is sought to be dealt with. It is hardly two months since we passed the Budget and now, in the Supplementary demands, we are told that a new pattern in the direction of coal movement has been found and therefore steps are necessary to provide for the same. Secondly, we are also told:

"The National Mineral Development Corporation have indicated only recently the particular deposits proposed to be worked, and consequently the decision regarding surveys for construction of sidings in this area is a post-budget development."

If this is so, no one can blame the Railway Ministry for coming forward with supplementary demands. But, the question is, how long are we going to proceed in this *ad hoc* manner. We have a planned economy. We have got a Five Year Plan. How is it that the National Mineral Development Corporation tells you only recently the new deposits that it seeks to work and how is it that you are totally ignorant of the total demand under the Five Year Plan that you are called upon to meet. If this is so, we are also further warned that further demands are necessary and further supplementary demands will be....

Mr. Speaker: If the hon. Member addresses the Chair and speaks to the Minister in the third person, it would be better.

Shri Daji: We are told that if it was found necessary, a further supplementary budget will be brought forward. In how many cases are we going to complete the picture? Really speaking, the nation as a whole is deeply concerned about the question of coal traffic. This morning, we were told by one hon. Minister that because of lack of railway lines, iron ore was accumulating at the ore pits and so on. This demand once again stresses the lopsided character and nature of the work that is being undertaken by the railways. Coming from Madhya Pradesh, I know for certain that the Central Plan and the State plan both have visualised the opening up of huge coal mounds in the Vindhya Pradesh region. And, as yet, no railway line is being scheduled in that area. I also know that for the Korba power plant and the

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Korba coal deposits which are being exploited, no scheme for railway lines is being developed in that area.

The Minister of Railways (Shri Swaran Singh): Which area? There is a line from Korba to Champa.

Shri Daji: For the new scheme.

Shri Swaran Singh: Which new scheme?

Shri Daji: Of carrying coal from Korba to U.P.

Shri Swaran Singh: There is a line to Champa. From Champa, it can be taken anywhere.

Shri Daji: Only 35 miles of line.

Shri Swaran Singh: Actually, the complaint of the Railways is that the Korba-Champa line has been there in position and is not being utilised. There are no buyers for the Korba coal.

Shri Daji: There is the question of the Balladilla mines. What I want to stress is this. It is now time that the different Ministries, particularly the Ministries for Coal and Railways and now the the Ministry without Portfolio sit together, one day, two days, for a week and once for all decide the requirements of the Third Plan so that we are not again and again faced with this eventuality that new demands are raised and new targets are indicated and therefore new line have got to be doubled. Therefore, the only objection that one can take is this. Doubling of lines and the new surveys are welcome things. We only stress, again, that a more co-ordinated effort and long term planning by the Railways alone can solve the situation. For, the railways cannot deliver the goods just the next day or the day after; it takes some months and some years to be able to

deliver the goods. Therefore, it is necessary that the entire requirements of the Third Plan and even the beginning of the Fourth Plan should be chalked out and surveyed from now onwards and given over to the Railway Ministry, so that in a regular way, the railways will be able to forestall the requirements and meet them beforehand, so that the accumulations here and the bottle-necks there which we are again and again faced with will not be there in the future. Without this imagination and without this foresight and without this fore-planning, the work on the railways will not succeed. In fact, I would even go to the length of saying that sometimes, the Railway Ministry may even put their foot down on the other Ministries and say 'Give us your programme beforehand; otherwise, we shall not be able to meet your needs'.

We are now going to have a double line. That is very good. I would only pray on this occasion that this doubling of the line would not lead to further accidents, but may lead to lesser accidents.

Dr. M. S. Aney (Nagpur): It would rather minimise the accidents.

Shri Daji: I hope it will minimise accidents. But the sombre picture given to us yesterday was almost so consternating, that one is compelled to conclude that the surest destination for one who purchases a ticket for travel on the railways is not the destination shown on the ticket but heaven or hell, whichever you may like to call it, or the grave. It was such a sombre picture that we had yesterday that even the papers have been forced to comment over the total denial of responsibility and the refusal to give us any concrete measures to avert accidents; and this leads to this fear that if we purchase a ticket and board a train, we are booking ourselves more

easily for the grave than for the station of destination. I hope that this doubling will help to solve this problem.

Shri Sonavane (Pandharpur):

While speaking on the Supplementary Demands for Grants relating to the railways, I am surprised that within the course of only six months, the Railway Minister should have come forward to this House with these Supplementary Demands. This doubling of lines, the surveys and other miscellaneous expenditure could have been visualised earlier. If imagination has not traversed so far, then I do not know what the position is; it only means that the long-term planning is perhaps defective. However, I would not make a big grievance out of it, but it is there.

On Demand No. 2, a sum of Rs. 12 lakhs has been asked for in regard to the surveys. I would like to submit that some traffic and engineering surveys have been completed, but they have been kept in cold storage. I do not know why they have been kept in cold storage. I would like to refer, in this connection, to the traffic survey regarding the Barsi Light Railway which was formerly a private railway; that has now been nationalised and brought under the Central Railway. This line was to be converted into a metre gauge or broad gauge line, and with that end in view, surveys were undertaken, and a lot of money was spent on it. But nothing has been done so far. In this connection, I would like to draw the attention of the hon. Minister to the grievances of the travelling public. There is a place of pilgrimage called Pandharpur where the Vittoba temple is there, and lakhs and lakhs of pilgrims go to that place, but we find that actually, they are physically made to travel almost in wagons just like goat, cats and dogs. This state of affairs is continuing for long, and we are all suffering in

silence. Pandharpur is my constituency. Of course, I am travelling not in the wagons, but I have also got to perform the railway journey during the four fairs there in a year, and I have found that actually, so many wagons are attached to the rakes. People are tired of this thing. All the time, newspapers are coming out with articles etc., on the subject, but no hon. Minister has cared to visit that place. I was very happy to find that the Deputy Railway Minister was visiting Sholapur, and I thought that he would come to Pandharpur also and have *darshan* of the Vittoba temple, but he did not do so. I invite the hon. Railway Minister, Shri Swaran Singh to come and visit Pandharpur, and if he gives me some intimation, I shall actually show him the position, particularly, during one of the fairs there, and he would then appreciate the difficulty. I hope that the money spent on the traffic surveys and engineering surveys would not be wasted. If action is taken on the survey reports, then the blessings of the rural people who have to travel from Marathwada and Madras, and the people coming from other places also to have *darshan* of the Vittoba temple will be there for the railways, and the sufferings of these pilgrims would be put an end to, if this question is taken up in right earnest.

Shri P. Venkatasubbaiah (Adoni): I wholeheartedly support the Demand for addition funds for doubling of track and conducting certain surveys in this regard. The hon. Deputy Minister has done well to focus attention on the doubling of track for the swift and immediate transport of coal.

In this connection, I would like to bring to his notice some difficulties regarding the export of iron ore, which has become one of our most important foreign exchange earners. I am sorry to say that much attention has not been paid by the Railway administration to this matter. Coming from a

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constituency from where iron is being exported, I know the difficulties of the small mine-owners from my area and the adjoining area, Bellary district, Hospet and Sandur areas. The greatest bottleneck is congestion on the railway line. After the liberation of Goa, Mormugao has become an important port. Formerly, iron ore used to be sent to Mormugao for export to foreign countries. Now we have repaired the line. Masulipatam and Mormugao have been joined. It is all the more necessary that further improvements should be effected on this line. Masulipatam is a port in Andhra Pradesh which has been neglected for a long time. These two ports, one on the eastern side and the other on the western side, are going to be very important ports for the export of mineral ore from this country. The railway line joining these two ports is not being cared for, so far as my knowledge goes. I would like to stress that this is an important link through which iron ore is exported. Attention should be paid to the improvement of this line so that with the least difficulty we could export such important foreign-exchange earning commodities like iron ore and manganese ore which are mined in abundance in our area.

I once more thank the hon. Minister for bringing in this supplementary demand and I once more request him to bestow attention to the railway line I have mentioned.

Shri P. G. Sen (Purnea): It is very encouraging that the hon. Minister has brought forward the question of doubling of lines and preliminary survey thereto. But it is very disappointing that no demand has come from the North-Eastern Railway for a single broad gauge line from Katihar to Barauni. You know that the Rajendra Bridge has been erected across the Ganges and the broad gauge line goes up to Barauni, the line going from Barauni to Assam, that is,

covering the North Bihar and North Bengal portion. Link with Assam is of the utmost importance. But though the broad gauge line towards Samastipur has been made, this portion, of it, not more than 100 or 112 miles, has not be broad gauged, to the utter disappointment of the travelling public. At the same time, so far as the movement of coal and cement and other essential commodities is concerned, transshipment difficulties arise and Barauni becomes very congested, with the result that we do not get even coal. So, my point is that while doubling of the lines has been provided here, there should be at least a single broad gauge line from Barauni to Katihar, because from Siliguri to Assam there is already a broad gauge line, but from Katihar to Barauni there is no broad gauge, and it should be provided.

Shri S. V. Ramaswamy: I am thankful to the hon. Members who made several suggestions.

There is a misconception about the supplementary demands. Shri Daji for instance said: can we not finalise the thing once and for all, even think ahead for the fourth plan draft a plan and finalise it and present it to Parliament, and not come again and again with supplementary demands? I think my hon. friend has misunderstood the entire framework and the process of planning.

In the Third Plan Report itself the hon. Member will find the passage where it is stated:

“The development programmes for coal and certain other important industries have not yet been worked out in full details.”

That is the very reason why we have got to come again and again, as and when things get finalised. My hon. friend read from the book itself showing that these developments are due to post-Budget information and programmes.

As the hon. Member is aware, the Third Plan itself provides for the ceiling of Rs. 1,325 crores, but subsequently the Planning Commission, on our representation, have found that this is not enough, and they have taken note of our assessment of additional requirements of 120 crores and asked us to process our programmes accordingly. So, there is no rigidity about this planning in a developing economy. As and when things develop, as and when things crop up, new problems come up, we have to solve them ad hoc, and again and again come to Parliament. The very purpose of coming here is to appraise Parliament of the various things that are taking place in the country and keep them informed. That is why, as I submitted earlier, the Public Accounts Committee, in its 40th Report, has mentioned that open line works of large magnitude which cost over Rs. 2 crores, Parliament should be informed at the very initial stage and approval taken. That is the very reason why we have come up, and therefore, I hope my hon. friends will appreciate the reason behind our coming to this House again and again.

Shri Daji: The particular portion you read out from the Five Year Plan was written about two years ago. Am I to understand that even now the programmes have not been finalised and given to the Railway Ministry?

Shri S. V. Ramaswamy: Things do take time. For instance, it is after this Plan that we discovered the Singrauli mines and we have thought of constructing a new line in that area. So, we discover new things, and as and when things develop, we have got to think of new lines leading to those places.

Also, the pattern of movement of coal was not finalised. It is only now that we have got a fuller picture of what the pattern is to be at the end of the Third Plan. It is for these purposes that the doublings are to be done. It fits in with the new pattern that has emerged, so to say up to now,

for the movement of coal towards the end of the Third Plan.

As will be seen from the number of railways that have been given in Page 2, the Bina-Katni doubling is to facilitate the movement westward of coal from the Central India coalfields. It is obvious this thing has come out now. Then with regard to the preliminary survey from Itarsi to Jabalpur, that line has got to be strengthened in order to move more coal on that line.

Then, again, there is the Eastern Railway—final location survey for patch doubling of 60 miles on Sainthia-Sahibganj loop. Hon. Members will realise that this is for the purpose of increasing movement of coal. In the Southern Railway, Waltair-Samalkot section, 40 miles, is to be doubled; because doubling would come up to Samalkot and we want to extend it right up to Waltair in order to reap the benefits of doubling to the whole section.

Shri P. K. Deo: was urging that Khargpur - Vizianagaram doubling should be taken up and given prominence. As a matter of fact, this is being given prominence. This will be the last link in the complete doubling of the line between Calcutta and Madras. The survey is to cover about 260 miles. It is very difficult terrain. The line in that area goes close to the coast-line, hugging almost the coast. We may have to take the doubling line rather to the interior so that it is not exposed to the vicissitudes of the monsoons. This will take some time to survey. That is why we are doing it well in advance so that we may be able to meet the demands that may develop towards the end of the Third Plan.

Now, my hon. friend, Shri Banerjee, mentioned about construction allowance. Construction allowance is based upon certain principles, the main principle being that it should be a new project. Unless it is a project where new conditions prevail, construction

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allowance cannot be given. In the case of doubling of a well-established line, there is no question of any difficulties for the staff because there is already a line. Therefore, in the case of doublings like this, it would not be possible to give construction allowance.

Shri S. M. Banerjee: I think there is some misunderstanding. I was saying that construction allowance was given from 1957 up to the 20th April, 1961. It was suddenly stopped. I have no positive information.

Shri S. V. Ramaswamy: I am stating the principle. Where exactly this was done and up to what portion, all this, I am not well aware of. If my hon. friend would pass on the information to me, I shall try to reply. But, the broad principle on which it is based is this. Only in the case of new projects this construction allowance is allowed and not in the case of doubling an old line.

My hon. friend, Shri Alva was asking the Ministry, 'What about the priority for survey?'. It is obvious from the notes that have been circulated that these new doublings are only for the purpose of meeting the demands of national economy, for the movement of coal supply to industries, to develop industries and so on.

Shri Sivamurthi Swamy said that Karnataka has not got even one line; and therefore, give 10 or 15 miles at least. It is not a question of charity; it is not a question of giving this area or that area.

Shri Joachim Alva: Salem has got. (*Interruptions*).

Mr. Speaker: He is answering Shri Sivamurthi Swamy.

Shri Joachim Alva: He was also referring to me (*Interruptions*).

Mr. Speaker: That he has finished already.

Shri S. V. Ramaswamy: I am sorry Shri Alva should have got up and have said all that. Evidently, he was in Europe when my tour programme was sent to him and he has ignored me. But, whatever it is, Karwar is also there. He is urging about Karwar. We have to programme for laying a broad-gauge line from Guntakal to Hospet in order to develop the export of iron ore. We are thinking of some other scheme by which we shall be able to step up export via Karwar. This question of laying a new line to Karwar is not now under consideration.

Fortunately, we have got Goa now. My hon. friend, Shri Venkatasubbiah was mentioning about the movement of iron ore via Goa. It is a matter worth considering. The full picture is not clear yet. The matter is under consideration in this Ministry and the Ministry of External Affairs. No doubt, Goa is a wonderful port and in years to come it will be one of the finest ports in the west coast and the sustenance of that port will be by exporting iron ore. There is no doubt about it.

Shri Venkatasubbiah also mentioned about Masulipatam. He must be thankful that only recently we converted the Masulipatam-Bezwada line from metre-gauge to broad-gauge. The hon. Minister was there. He declared it open only last month. That places Masulipatam on the broad-gauge which is more advantageous than metre-gauge. Unfortunately, Masulipatam port is not a developed one. And, ports are not under the Ministry of Railways but under the Ministry of Transport. If the port were to be developed with the facilities now available by having a broad-gauge link from Bezwada, I have no doubt that the port can also export iron ore. It is for the hon. Member to address the Ministry of Transport and Communications to develop the Masulipatam port.

As regards the other point with regard to the development of North Canara area, I am glad to inform the House that we made an offer to the Mysore Government to pay a certain sum for taking over the Alnaver-Dandeli line. The Mysore Government has accepted our offer and, in course of time, it will be taken over by the Indian Railways after due process. I have been myself to that area. It is one of the richest areas. I am glad to inform my hon. friend, Shri Alva that my own impression is that it is one of the richest areas in India and the future of that area is very bright indeed. There are already a number of industries and more industries could come up. By the taking over of this line by the Indian Railways, I have no doubt that that area will become industrially advanced. I hope that by the time the next Budget comes, Shri Alva will have a different opinion of the activities of the railways in that particular area.

Shri Deo mentioned certain new lines linking up Bailadilla with either Balharshah or Sirpur. These are all quite good suggestions. He also suggested that the Kiruburu line may be linked up with Talcher. By and by, as time goes on and things develop, we may have to consider these things also. But, just at present, with our limited resources and for the purpose we have in view, namely, the movement of coal, under a new pattern during the Third Five Year Plan, we have got to confine ourselves to what we have before us. And, when the time comes, we shall, certainly, have the opportunity of considering these proposals.

He also commented on the doubling of the Bhilai-Nagpur line as not being satisfactory. There was certain delay. There was shortage of steel rails and materials. But, nobody is more anxious to have the doubling completed than the Railways because there are so many blocks and engineering cautions which impede the movement of trains and the movement of goods. Central India is very rich in minerals; for instance, in man-

ganese ore and the iron ore can be moved to Vizagapatam. We would very much like that this doubling is completed so that we can move our ores from the Vizagapatam port. Every effort is being made to complete the work.

Swamiji mentioned about villages. The trains pass through villages. Whenever there are trains passing through villages, the villages also get the benefit. If there be development of the villages by reason of setting up of industries, they may ask for halts. Subsequently, if there be further development, there may be a station. Therefore, the railways do contribute to the prosperity of villagers and villages. It is not as if the trains shoot off ignoring the villages. If railways are laid through the villages that Swamiji has in mind, I have no doubt those villages also will benefit.

13 hrs.

Shri Sivamurthy Swamy (Koppal): Sir, may I ask one question. What are the conditions to lay new lines in any particular area? Are there any preferential conditions to lay new lines?

Mr. Speaker: This question has often been answered in this House: he can wait for some time and then utilise another opportunity. Now, 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, 1963, in respect of the following demands entered in the second column thereof—

Demands Nos. 2 and 17”.

The motion was adopted.

13:01 hrs.

DEMANDS FOR SUPPLEMENTARY
GRANTS (GENERAL), 1962-63

Mr. Speaker: The House will now take up discussion on supplementary