

11.06 hrs.

**DELAY IN RECEIPT OF COMMUNICATION TO LOK SABHA**

**Shri Hari Vishnu Kamath** (Hoshangabad): Before we proceed to the next item, namely, the Supplementary Demands for Grants for Railways, may I invite your attention to Bulletin Part II received this morning among parliamentary papers which shows that even in these days of national emergency it takes five days or more for a communication to reach you in New Delhi from the Central Jail, New Delhi? This should be inquired into. If this is the state of affairs, I think something should be done to tighten up matters. This is concerning Dr. Lohia's release from the jail. The communication from the jail is dated September 8 and it reached you on the 13th morning, yesterday, five days later.

**Mr. Speaker:** Two days were holidays...

**Shri Hari Vishnu Kamath:** Even then, this delay has to be inquired into.

**Mr. Speaker:** I will get it examined.

**श्री महात्मा (मुंगेर) :** प्रध्यक्ष महोदय, इस से पहले कि आप रेलवे की अनपूरक मांगों को लें, मैं यह जानना चाहता हूँ कि क्या आज प्रधान मंत्री जी काश्मीर के बारे में कोई बयान करेंगे। उन से पूछ लिया जाये।

**प्रध्यक्ष बहोदय :** बहुत अच्छा, मैं उन से पूछ कर हाउस को इस्तिवादे दूँगा।

11.07 hrs.

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1965-66—  
Contd.**

**Mr. Speaker:** The House will now take up Supplementary Demands for Grants (Railways). Dr. Singhvi.

**Dr. L. M. Singhvi** (Jodhpur): It is true that our hearts are much more in matters which are more vital to our national interests and in the present hostilities between our country and our bellicose neighbour; it is also true that we are more anxious to know of the latest developments, but I suppose we have to carry on with the business of the House until we have further information or until the Treasury Benches proceed to consult with us further in this respect. I do hope that such consultation will take place before the country is committed to any proposals in this regard.

Demand Nos. 2, 14 and 15 appear to be very small in nature and magnitude. They are, as a matter of fact, very considerable in their implications. Two of these Demands would involve an expenditure of more than Rs. 2 crores each, and one of these may involve an expenditure of over Rs. 7 lakhs. These are token Demands for the time being for obtaining Parliament's approval for advance action in consonance with a recommendation made by the Public Accounts Committee.

Ordinarily, in such matters which have received the sanction of the Planning Commission and of the administration, at this stage there is very little to add. I have, however, a few submissions to make, particularly in respect of Demand No. 14 which relates to construction of new lines. I think that we are entitled to speak not only in respect of what is proposed to be done under these Supplementary Demands, but also what has been consistently omitted to be done. I feel particularly that the development of transport, both in the field of railways and in the field of roads, has not been done with a full measure of the consciousness of defence implications and our defence needs. I feel that now is the time to emphasize, as the Chinese aggression give us a compelling realisation that we must emphasize defence implications and defence needs particularly in the border areas. 1

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think that what is happening on our borders, particularly on our western borders now, is an eye-opener to us, and we must make sure that our vital lines of communications are kept as free and as full as possible. It is true that in the hostilities only the shining armour of the Generals and Colonels, whom we greatly admire and to whom we pay our tribute for their bravery and gallantry, is visible to us, but almost invisible is the great contribution that a whole line of communications makes to the effort in these hostilities. I think that it is in this context that it will be appropriate for this House to emphasize the need of developing our transport, particularly our railway transport in the difficult areas, particularly of Rajasthan.

The demand was voiced yesterday in respect of construction of a new line from Pokaran to Jaisalmer. I wholeheartedly endorse that demand. That is a demand I have been making on the floor of the House for the last three years. I know that there are various considerations which have to be taken into account, but I also know that the kind of dynamism which Shri Patil has been able to bear upon matters of administration, would also be brought to bear upon this demand for developing a line from Pokaran to Jaisalmer. It is very easy to say that there are considerations of finance, which hinder the progress of such a project. It is easier still to say that we would wait for developing this line until oil is found in Jaisalmer. That, I think, is a misconception, for we must plan in advance. It is well-known that we are bound to find sui gas in this area if not large quantities of oil. It is well-known that we are developing one of the greatest canal projects in this area. Therefore, there is no reason for us to procrastinate in this respect.

I would also like to emphasize, before I conclude, that the railways must rationalise their organisation. Perhaps now is not the time to embark on such a rationalisation. But very soon I

think the Railway Minister must bear in mind that the railway organisation has been growing somewhat flabby at least to an outsider, and somewhat unmanageable. I hope that a more rational zonal scheme would be brought into existence, not in response merely to the pressures from this Chief Minister here or that Chief Minister there but in response to demands and exigencies of administration. I could plead specifically for the creation of a metre-gauge zone in order that communication in the border areas is kept full and free. I should like the Railway Minister to tell us as to whether he has a full picture of the construction of new lines and development of rail communications so that it is easier for us to agree to these supplementary demands. The supplementary demand is unexceptionable and what we would like to have from him is a fuller picture of the developments which are taking place in the field of development of communications, particularly in the border areas.

**Shri D. C. Sharma (Gurdaspur):**  
 Mr. Speaker, I endorse the remarks made by my hon. friend, who preceded me by saying that the defence needs of the country should get precedence over everything else. But I do not think that the Railway Ministry has been insensitive to our defence requirements or has turned deaf year to the demands that have been put forward on the floor of this House for augmenting the defence potential of this country. One of the most shining examples is the Assam rail link which was constructed under very difficult circumstances and I think it was constructed in a record time and it has been a kind of show-window for the speedy construction work of this Ministry. There are other defence lines also which had been constructed. There is one more point about which I want to speak. I speak today with a very heavy heart. I have not been able to get sleep last night for the simple reason that my constituency is under bombardment from one end to

the other. Pathankot has been bombarded; Gurdaspur railway station has been bombarded; Dhariwal and Batala had been bombarded in the same way; Kalano a small place has been bombarded.....

**Mr. Speaker:** Why should not their representatives be in the constituency at this moment?

**Shri D. C. Sharma:** I am going there. (Interruptions.) This gentleman who has been promoted to the rank of the State Minister of Railways for reasons not known to me laughs at what I am saying. He should take things very seriously; he should not take things so lightheartedly.

**The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh):** I take things seriously; you must not take them lightly.

**Shri D. C. Sharma:** I was submitting very respectfully that the line from Amritsar to Pathankot is a strategic line; it is the lifeline which connects India with the State of Jammu and Kashmir.

**Mr. Speaker:** I did not mean to make those observations simply for Mr. D. C. Sharma, I have been receiving telegrams from some citizens that the Parliament Members should be in their constituencies at this moment; that is the desire of some people. That was in my mind. Of course, we have important business to do here as well. But I hope that as soon as we finish it we will go to our constituencies. I have replied to those people on behalf of all Members that it is State business that we are doing and that as soon as it is finished all of us would go to our constituencies.

**Shri D. C. Sharma:** Thank you, Sir.

**Shri Bhagwat Jha Azad (Bhagalpur):** With respect, we differ from that remark, because, we, as Members of Parliament, feel that very important business is being transacted and we are contributing a great deal to the

developments which are going on either outside or inside, about the cease-fire and so on. So, both the things are to be co-ordinated. (Interruption).

**Shri Hari Vishnu Kamath (Hoshangabad):** It is a very salutary, a very welcome piece of advice you have given, but if every Member of Parliament took it seriously, as he ought to, then there would be no Parliament sitting, and its continuation will become impossible; the House will have to adjourn *sine die*. (Interruption).

**Mr. Speaker:** Order, order. I said it on the assumption that the Minister of Parliamentary Affairs has announced that we will adjourn on the 24th. If something else happens, then certainly it all depends.

**Shri D. C. Sharma:** I thank you very much for the reply that you have given to the letters and telegrams that you have received from the constituencies. I think that expresses the consensus of opinion in this House. But I cannot help Shri Kamath and Shri Bhagwat Jha Azad saying what they like. They are the two persons who think..... (Interruption).

**Shri Bhagwat Jha Azad:** I think the hon. Member, with his grey hairs, should not be too light in his remarks. He should not try to cross swords everytime; he himself is light in his speeches and he speaks everything he likes. We are very serious. (Interruption).

**Shri Hari Vishnu Kamath:** Even in London, the British Parliament sat from day to day when the blitz was on, during the last war.

**Shri Bhagwat Jha Azad:** If the hon. Member has any information that his city is bombarded; he should not accuse others.

**Mr. Speaker:** Order, order.

**Shri D. C. Sharma:** Both think differently; we are all Members of the House. So far as the crossing of the

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sword is concerned, I would cross swords even with the Almighty God if necessary. I am not afraid of anybody, whoever he is. (*Interruption*).

**Shri Bhagwat Jha Azad:** Why refer to bombardment? (*Interruption*).

**Shri D. C. Sharma:** You are not my guardian.

**Shri Bhagwat Jha Azad:** I am not, but you have no business to tell me like this.

**Mr. Speaker:** Order, order. The hon. Member, Shri Sharma, might also kindly resume his seat. Swords are not to be crossed inside the House. When once a remark has been made and it has been replied to, then it should subside there and we ought to go on further with the proceedings.

**Shri D. C. Sharma:** I was submitting very respectfully.....

**Shri Bhagwat Jha Azad:** As an English professor, he ought to understand many things.

**Shrimati Tarkeshwari Sinha (Barh):** Such personal remarks should not be allowed to be made, Sir.

**Shri D. C. Sharma:** So, Sir, I was submitting very respectfully that the line from Amritsar..... (*Interruption*).

**Shrimati Tarkeshwari Sinha:** The hon. Member has the monopoly of saying like that.

**Shri Bhagwat Jha Azad:** Who is fighting? Then hon. lady Member has come into the fray; not I.

**Shrimati Tarkeshwari Sinha:** Sir, I lodge a strong protest at the hon. Member taking the opportunity of making any remark on anybody; he should withdraw his remark. (*Interruptions*).

**Mr. Speaker:** Order, order.

**Shrimati Tarkeshwari Sinha:** He should be asked to withdraw the remark.

**Mr. Speaker:** Order, order: I would request every hon. Member that if he has to fight, he has to fight with me and not among themselves. I will bear all the brunt and I am prepared for all that. (*Interruption*).

**Shri Hem Barua (Gauhati):** Our sympathies are with Shrimati Tarkeshwari Sinha.

**Shrimati Tarkeshwari Sinha:** I do not want anybody's sympathy and even your protection. But this kind of tactics should not be encouraged in the House. The hon. Member started crossing swords with the hon. Member who was speaking, and after that he did not stop; he proceeded to make general remarks; this kind of thing should not be allowed. First, there was exchange of words, and then he started indulging in such remarks. This should not be encouraged.

**Shri Bhagwat Jha Azad:** I would request you not to allow unparliamentary remarks, if any. (*Interruption*).

**Mr. Speaker:** Order, order. I am rather surprised at this. Mr. Sharma should hold the floor and no one else should stand up and interrupt.

**Shri D. C. Sharma:** The railway line from Amritsar to Pathankot is a strategic line and everything should be done to raise its defence potential. As you will find from the papers, Gurdaspur railway station has been bombed. I think the Minister should offer a handsome gesture now by building better railway stations there, giving them better trains, better track and making the trains run much more expeditiously.

At the same time, the defence needs of the country will not be satisfied if we build only a railway line from Amritsar to Pathankot. The defence

needs will be fully met only if we have a line from Pathankot to Jammu and from Jammu to Riasi. This demand has been there for a very long time. I am sorry that even the small patch of railway line from Pathankot to Kathua has not yet been built. I would request the Minister to look into this and give us the heartening news that he would undertake to build all these strategic lines as early as possible. Of course, there are strategic lines in other parts of India, but I am speaking only about these lines at present.

Sir, I am an admirer of the Public Accounts Committee and the wonderful way it works. But I cannot understand how the House can be asked to vote for a token demand of Rs. 1,000 when the total expenditure may run into crores. The token demand must bear some proportion to the total expenditure. I am not sitting in judgment over the working of the PAC, but it should reconsider this point, so that the token grant has some appreciable proportion to the overall expenditure that is to be borne by the railways or other ministries in future.

Thirdly, I am glad the doubling of track is going on in the south and also in the north of India. I hope the doubling will proceed at a faster pace. I think the doubling of strategic lines should be done much more swiftly than that of other lines. The track should be doubled from Amritsar to Pathankot and Jammu to Riasi.

The railways are giving a very good account of themselves and I thank the minister for inviting members of Parliament to give them an overall view of the work that the railways are doing. I hope his good example will be followed by other ministers also and members will be taken into confidence so far as other national undertakings are concerned.

The railways in India are unique in one respect. In England, under Dr. Beeching, they have dismantled all uneconomic lines. But here, we are more for national needs than for economy and we are happy that the whole network of railways is working even

at the time of emergency.

**Shri A. P. Sharma (Buxar):** Mr. Speaker, Sir, I would, while supporting these Supplementary Demands for Grants like to make a few observations, particularly in connection with the speeding up of the trains and also regarding the service conditions and welfare of the staff.

So far as electrification of the Indian railways is concerned, particularly in relation to these two Demands—Demand No. 2 and Demand No. 14—it is an absolute necessity. So far as speeding up of the trains is concerned, the section between Madras and Vijayawada is an absolutely important section in the southern part of the country. I hope in course of time Vijayawada will be connected with Waltair also, in the South-Eastern Railway, by means of electrification. Regarding electrification of the main line from Howrah to Delhi, the electrification work, as stated in the Demand, has been completed up to Allahabad and work upto Kanpur has been taken up. Work upto Tundla is further proposed to be taken up in the beginning of the Fourth Five Year Plan. In this connection, I would like to say that with the electrification of this line the speed of the trains between Delhi and Howrah should be increased. I find that electrification of the railways is not at present utilised for passenger service even upto Allahabad upto which electrification work has been completed. My suggestion, therefore, is that passenger services should also be run by means of electric engines and their speed should be increased.

One more suggestion, in this connection, which I would like to make is that there should be alternate arrangement, even after completion of electrification, for running of trains through diesel engines or steam locomotives for certain emergency purposes. Provision of an alternative arrangement is always better and that is why I am making this suggestion.

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Regarding the staff I have to make a few suggestions. Although the Minister of Railways has given an assurance time and again on the floor of this House that after the electrification of a particular section the staff declared surplus on the steam locomotive side will be utilised on the electric side after giving proper training, I am sorry to mention here that we are still receiving reports that a good number of staff are not being given the training and they are not being absorbed in a proper category equivalent to the work they have been doing. Over and above that, even some people who have been trained are not being taken and people from outside are being given preference for appointment on the electric side. This should stop. Those people who are particularly engaged in electrification work should be given preference over people from the open market. Electrification is treated as a project and therefore the people who work on it, people who complete the electrification work, except a few high ranking officials, the whole rank and file of workers, are treated as casual workers and after completion of the electrification project they are not given any permanent status. They are not being absorbed in regular service. I would say that the whole idea of progress will be defeated if the people who complete these projects are thrown out from their jobs after completion of the projects. My request, therefore, to the Railway Minister is that every effort should be made to absorb these workers in regular service after testing their suitability.

In this respect, I would like to make one more observation regarding temporary engineers. I referred to that at the time of the budget debate also. There are hundreds of temporary engineers in the Indian railways. They should be allotted to some cadre and their services should be made permanent. With these words, I support these demands.

**Dr. M. S. Aney (Nagpur):** Mr. Speaker, I will not take more than three minutes. First I will say that I support all these three demands. One is for surveys, another for electrification and a third for doubling the line. While supporting them, I only want to make a small suggestion, which is a hasty annual. The narrow-gauge line from Darwah to Pusad should again be constructed. I touched this point this year in my budget speech, which was patiently listened to both by the Minister and his Deputy Minister and they gave some assurance. I expected some step in that direction but up to this time no step has been taken on that assurance.

Then, in the narrow-gauge there are lines from Murtijapur to Darwah and Murtijapur to Alichpur of the old CP Railways. The Government of India is running them. Their contract is coming to an end either by the end of this year or the beginning of next year. I want the hon. Minister to bear this in mind and try to do away with the narrow-gauge line, by introducing broad-gauge in its place. At present, they are incurring some losses in loading and unloading of goods for transhipment from broad-gauge to narrow-gauge. If these lines are converted into broad-gauge, it will be a profitable proposition and it will be beneficial for both passenger and goods traffic. That is another point which I want to mention for your consideration. So far as the revival of the old dismantled lines are concerned, I do not want to say anything at this stage.

**श्री शीनारायण बास (दरभंगा) :**  
मध्यक महोदय, मैं रेलवे की पूरक अनुदान की मांग का समर्थन करते हुए मंत्री महोदय का ध्यान एक बात की ओर खींचना चाहता हूँ।

मायद उनको मालूम होगा कि भारी ईस्टर्न रेलवे में समस्तीपुर एक ऐसा जंबान

है जहां तीन लाइनें आ कर मिलती हैं और उस के उत्तर में दरभंगा का एक जंकशन है जहां तीन लाइनें मिलती हैं। लेकिन दरभंगा और समस्तीपुर के बीच में जो 24 मील की दूरी है उसमें भीटर गेज की एक सिंगल लाइन है। इस 24 मील की रेलवे लाइन पर पैसिजर और मालगाड़ियों को इतनी भीड़ रहती है कि दोनों तरफ मुविधापूर्वक यातायात नहीं हो सकता। इसीलिए कुछ दिन पहले यह प्रस्ताव प्राया था कि मुजफ्फरपुर से ट्रेफिक को डाइवर्ट करके दरभंगा में ले जाया जाए ताकि समस्तीपुर और दरभंगा के बीच में जो यातायात की कठिनाई है वह कम हो। इसके लिए मुजफ्फरपुर और दरभंगा लाइन जो 36 मील की है उसका एक घलग सर्वे किया गया था, लेकिन मालूम नहीं कि उस सर्वे का क्या परिणाम प्राया और वह अभी तक कहां पढ़ा हुआ है।

दूसरा एक सर्वे किया गया दरभंगा और समस्तीपुर के बीच लाइन को ढबल करने के लिये ताकि यातायात में मुविधा हो। लेकिन उस सर्वे के बाद भी मामला जहां का तहां पड़ा है।

इस बीच में बड़ी लाइन बरौनी से समस्तीपुर पहुंचायी गयी और ऐसा सोचा गया कि समस्तीपुर से दरभंगा होते हुए उस लाइन को जयनगर तक कर दिया जाए जो नेपाल सीमा पर एक प्रमुख स्थान है। लेकिन वह प्रस्ताव भी वहीं पढ़ा हुआ है।

मेरा मंत्री महोदय से प्रनुरोध है कि ये जो तीन चार आल्टरेटिव प्रस्ताव हैं उन पर अब निर्णय हो जाना चाहिए। प्रथम तो समस्तीपुर तक जो बड़ी लाइन गयी है उसको जयनगर तक प्रागे बढ़ाया जाए। अगर वह सम्भव न हो तो दरभंगा और समस्तीपुर के बीच में ढबल लाइन की जाए, और अगर वह भी सम्भव न हो तो मुजफ्फरपुर से दरभंगा को सीधी लाइन से मिला

दिया जाए ताकि पैसिजर और माल मुविधा से जा सकें।

इन शब्दों के साथ मैं इस प्रनुदान का समर्थन करता हूँ और आशा करता हूँ मैंने जो प्रस्ताव मंत्री महोदय के सामने रखे हैं उन पर शोध निर्णय ले लिया जाएगा क्योंकि वे कई सालों से रेलवे के विचाराधीन हैं और दरभंगा से समस्तीपुर के यातायात के सबाल पर अवश्य ध्यान दिया जाएगा।

**श्री अचल सिंह (आगरा) :** जो ग्रांट रेलवे मिनिस्टर साहब ने पेश की है मैं उसका समर्थन करता हूँ।

रेलवे देश के बास्ते बहुत आवश्यक चीज़ है, खास तौर से मिलिट्री को एक जगह से दूसरी जगह ले जाने के लिए तो अति आवश्यक साधन है। आजकल तो रेलवे का बहुत ही ज्यादा महत्व है।

इस सम्बंध में मैं मंत्री महोदय का ध्यान इस ओर दिलाऊंगा कि आगरा और दिल्ली के बीच जो लाइन है, वह दिल्ली से मधुरा तक तो ढबल है, पर मधुरा से आगरा तक अभी ढबल नहीं है। इस कारण कठिनाई होती है, ताज एक्सप्रेस को भी इस कारण छुकना पड़ता है। इसलिए मेरा निवेदन है कि आगरा से मधुरा तक भी इस लाइन को ढबल कर दिया जाए।

मैं इस ग्रांट का समर्थन करता हूँ और आशा करता हूँ कि मैंने जो सुझाव दिया है उस पर ध्यान दिया जाएगा।

**Shri Oza (Surendranagar):** Sir, while supporting the Demands for Grants, I will make certain observations. The hon. Minister and his colleague have made a new impact on the railway administration by their characteristic dynamism and we are all grateful to them.

I know that this is not the opportunity to press for any new commitments. All things should subserve

[Shri Oza]

the necessities of our national defence. But while saying so I cannot fail to make one observation which concerns my constituency. The narrow gauge line between Morvi and Amaran is going to be dismantled from the 1st October. There is no road between Morvi and Amaran and the Gujarat Government has recently undertaken to construct a road between Morvi and Amaran. That commitment they have made but the work has not started yet. Since the Gujarat Government has made this commitment, my only request to the hon. Minister is that so long as the road is not constructed, the only means of communication between Morvi and Amaran may not be dismantled and he may stay the hands of the railway administration in removing that line. That is the only point which I want to press on him.

**Shri A. N. Vidyasankar** (Hoshiarpur): Sir, so far as the Demands go, I have no particular objection; but, I think, these schemes were formulated in peace-time and in the present situation that we are our schemes should be defence orientated. I feel, we should fix priorities again and should try to see that the border areas that are at present attacked and where our defences have to be made strong should be taken up first. For instance, I know, in Punjab there are various places where communications are not properly developed and there is danger of communications being cut off. Those portions should be completed. We have no connection with Kashmir. So, our plan of expenditure should be reoriented and we should take up those areas first. For instance, there is only a narrow gauge line by which Assam is connected with the rest of the country. These areas should be taken up first and we should redraw our plans of new lines and make whatever improvements are to be made.

Similarly, with regard to accommodation also for the time being we should just leave the amenities alone

and should try to give accommodation to the people first. All our money should be spent where it is necessary for the defence purposes. In every note it is mentioned that the Public Accounts Committee's recommendation is kept in view and, therefore, these token demands have been made. Personally, I do not agree with the view express by the Public Accounts Committee because this upsets the whole budget. After they get the token demands accepted by Parliament, the practice of presenting supplementary demands again and again, I think, is not good from the point of view of accounting. Therefore, I think, in this matter, the Public Accounts Committee should be requested to review their opinion. In one or two cases, it is possible that you might present token demands but if you make it a rule in all cases that you first present token demands and thereafter you present supplementary demands, that practice should not be adopted as a rule. In view of this, I submit that the opinion of the Public Accounts Committee should be re-examined.

**श्री योगेंद्र मात्लालीय (बस्ती):**  
मीं रेलवे मिनिस्टर साहब का ध्यान एक गम्भीर सवाल की तरफ दिलाना चाहता हूँ। मीं दो मिनट लूँगा—ज्यादा बहुत नहीं लूँगा।

मैं चाहता हूँ कि नई रेलवे लाइन्ज बिलाने के बारे में जो सोचने का ढंग है, उस पर किरण से विचार किया जाये। हमारे देश में प्रक्षसर ऐसे क्षेत्र हैं, जहां की आर्थिक व्यवस्था बड़ी लाइनों का बोझ सम्भाल नहीं सकती है। बहुत साल हुए, मैंने उस बहुत के रेलवे मिनिस्टर के सामने एक तज्ज्ञीक पेश की थी कि ऐसे निवाचन-क्षेत्र ऐसे क्षेत्रों में अगर सब से नंग रेलवे लाइन—जैसे ऐसे रेलवे लाइन—को बिछाया जाये, तो बाहर के संसार के लिए उन क्षेत्रों का दरवाजा खुल जायेगा और वहां के

लालों आदमियों में कुछ जागरण भी हो जायेगा। लेकिन उस बक्त जबाब में कहा जया था कि नहीं, वे अनइकोनैमिक हैं, उन में योटा पैसा भी खर्च होता है पर वे जल्दी ही बराब हो जाती हैं, और ट्रांस्पोर्टेशन में बहुत फठिनाइयां भी आती हैं इसलिए मेरे निर्वाचन-सेव के गरीब आदमियों को बड़ी लाइन के बनने का इन्तजार करना चाहिए।

मेरा सुझाव यह है कि जो पिछले क्षेत्र बहुत गरीब हैं, जहां बड़ी लाइन का आधिक बोझ नहीं सम्भाला जा सकता है, वहां पर छोटी-छोटी नैरो-गेज लाइनें बिछाई जायें। जिस तरह हम ने कुछ क्षेत्रों के लिए चरखे की इकानोमी और काटेज इंडस्ट्रीज की इकानोमी को मान लिय है, उसी तरह कुछ क्षेत्रों में आरजी तौर पर नैरो-गेज लाइनें बिछाने में भी हम को कोई आपत्ति नहीं होनी चाहिए। बीस पच्चीस मील की नैरो-गेज लाइने, उन के इंजिन और डिब्बे प्रादि ग्रापने देश में ही बन जायेंगे। ये छोटी लाइने दस पंद्रह बरसों के लिए उन क्षेत्रों का काम करती रहेंगी और क्षेत्रों का आधिक विकास भी अच्छी तरह से हो सकेगा। मैं समझता हूँ कि ग्रागर रेलवे मंत्रालय इस सुझाव पर सोच-विचार करेगा, तो इसमें कोई नुकसान की बात नहीं होगी। यह ज़रूर है कि रेलवे लाइन के बारे में जो आधुनिक ब्यालात है, वह इस से पूरा नहीं होगा। यह ठीक है कि बहुत बढ़िया चीज बननी चाहिए, लेकिन ग्रागर बहुत बढ़िया चीज न बन सके, तो कम से कम सैकंड बलास ही बने और ग्रागर सैकंड बलास चीज न न बन सके, तो बहुत बलास ही बने। ग्रागर छोटी लाइन इन क्षेत्रों में खुल जायगी, तो वे इन क्षेत्रों के बैलों और इन्सानों को राहत देंगी।

मुझे आशा है कि रेलवे मंत्रालय बहुत गम्भीरता से इस सुझाव पर धूर करेगा।

भी राम सहय प बडेय (गुना) : मैं इस बारे में एक दो संजेणन्स देना चाहता

हूँ। कूँकि रेलवेज में कंजेणन बहुत होता है, इसलिए उस की बजह से आराम की बात तो एक तरफ रही, हम उतने पैसेंजर्ज को कैरी भी नहीं कर सकते हैं, जितने कि ब्लेटफ़ार्म पर होते हैं जिस के परिणाम स्वरूप वहां पर बहुत धक्का-मुक्की होती है। हम ने घमरीका में देखा है कि वहां पर डबल-डैकर डिब्बे —दो-मंजिला डिब्बे— होते हैं। जिस तरह हम ज्यादा मुसाफिरों को कैरी करने के लिये डबल लाइने बिछा रहे हैं, इलैक्ट्रिफ़िकेशन कर रहे हैं, इलैक्ट्रिक इंजिन बना रहे हैं, उसी तरह कंजेणन की समस्या को हल करने के लिए दो मंजिला डिब्बे भी प्रयोग में लाए जा सकते हैं। रेलवेज ने जो प्रगति की है, उस के लिए मैं श्री पाटिल, डा० राम सुभग सिंह और रेलवे प्रशासन को कांगे-टुलेट करता हूँ। मैं उन को सुझाव दूँगा कि वे कंजेणन को हटाने के लिए डबल-डैकर, दो-मंजिला, डिब्बों के बारे में विचार करें। इस प्रकार वे बड़े आराम के साथ कंजेणन को दूर कर सकते हैं। और ज्यदा पैसेंजर्ज को ने जा सकते हैं।

**The Minister of Railways (Shri S. K. Patil):** Mr. Speaker, Sir, these demands, as stated yesterday, are merely token demands. As Dr. Aney pointed out one is for the electrification, another for the survey of an electric scheme and the third for the doubling of the track. These are 4th Plan schemes that were not included in the Budget and which are proposed to be taken up in advance. The Railways have been working on the schemes much faster than expected and, therefore, the necessity for these token demands arises. The Public Accounts Committee suggested that a token grant should be introduced so that the House should know about such schemes and approve them. My friend Mr. Vidyalankar is totally wrong in his conception of token demands. Because it is very necessary indeed that the token demands have to be granted. It is a democratic way of keeping the House informed. This is so far as the grants are concerned.

[Shri S. K. Patil]

Advantage has been taken—very naturally so and I do not find fault with that—by the Members to make some suggestions, which should really be made at the time of the Budget. These grants do not really call for these. Of course, I can quite understand their anxiety because these are the live problems in their constituencies and they have every right to make them.

Dr. Singhvi talked about transport requirements vis-a-vis our defence efforts. Of course, we have always got them in view. Apart from the defence requirements, this has got to be done not only in Railway transport but also in other modes of transport. Wherever there is no transport, attempts should be made to provide some transport.

Then it is said that Railways are in a way a commercial business and that they cannot show losses. But there is always an element of loss and we have to strike a balance. You cannot always say that, unless there is some profitability, a line would not be laid. If everybody decides not to go into water unless he knows competently to swim, surely there would be no swimming. Therefore, there has got to be some kind of a balance. We have got to have the lines, but those lines must not be under-remunerative because the total effect on our budget will be bad.

I can understand Dr. Singhvi's request that Rajasthan is backward in transportation and that something has got to be done there. He referred particularly to the Rajasthan Canal. At one time when that Canal was projected, I was in charge of a particular scheme and I am very proud that this Canal would bring all the prosperity not only to Rajasthan but to the whole of India. Of course, that will pose some transport problems too, which have to be sorted out as quickly as possible. But these grants have no reference to it. I can, however, assure him that this will be done.

My friend, Mr. D. C. Sharma, is unfortunately not here. I sympathise with him. I can understand the heavy heart, coming as he does from Gurdaspur, where recently there was some bombing and one or two men lost their lives. But it is really very good that he has been spread to us. May he live long to serve his Constituency, this Parliament and the whole country. I wish he was here. He wants that a sort of recompense should be done for the Gurdaspur Station. We should really do something about it. I can assure him that we can consider this by even going out of the way because of the sacrifices they have done for a great national cause. What Gurdaspur has done to win the national war amply qualifies that for all the things that he wants. I think his wishes will be granted.

So far as my friend, Shri A. P. Sharma is concerned, I can understand that the welfare of the staff and the people have always been in his heart. My heart also responds to that. Particularly because I said it yesterday, I am not repeating again the magnificent work the Railwaymen are doing for the country. Actually I am very proud that the Railwaymen, from top to bottom, are doing very good work in spite of the trials that they have to face; they know that every minute there is danger to their lives. Like our fighting soldiers they also contribute very essentially to our defence efforts because unless these services are run, our war potential would not be as perfect as we would like it to be. But he should remember that we shall bear those suggestions in mind. As a result of electrification, a portion of our staff has got to be displaced. But surely they have got to be trained and kept. It is not their fault that electrification has come. Therefore, that should be done. If the hon. Member brings to my notice any particular cases where this is not done, we shall see to it that it is done.

One of my hon. friends referred to narrow gauge line. He has mentioned

it again and again. Although this may not be the occasion for it, I can understand the anxiety of the hon. Member that it should be taken in hand and be done as quickly as possible. It is a matter of conversion. We are not now adding to the narrow gauge lines, because after all commercially, they do not mean anything; they are a total dead loss and nothing comes out of them, and, therefore, this conversion has got to be done as quickly as possible. Similarly, my hon. friends Shri Shree Narayan Das and Shri Achal Singh were talking about some lines. Of course, those lines are very necessary. I do not say that they are not necessary. I am not ready with all the answers today in respect of those points, because I did not expect these questions to arise during this discussion, but surely they will be considered.

My hon. friend Shri Oza who hails from Gujarat has said, and he has said this to me even before, that there is a persistent demand that the particular narrow gauge line that he mentioned should not be dismantled unless there is a road. Sometimes, it does happen that when a road has to be constructed there is no other land available and where the line stands the road has to be constructed. Therefore, the question arises how to construct a road on the place where the line stands. We do not know whether the egg comes first or, the hen comes first, but we have got to have the egg and also the hen. Therefore, we shall see what could be done in order to achieve that. My hon. friend Shri K. D. Malaviya has also made certain suggestions, and I can assure him that they would be borne in mind.

My hon. friend Shri R. S. Pandey wants double-decker trains. That is a very good idea. It is a very good thing that many of our Members of Parliament who come back from these world tours get new ideas which are very good ideas. They are not there in America, but they are there in Japan, but on a scale which is not very large; these double-decker trains are

used there and they are very successful. Ever since I had seen such double-decker trains some years ago in Japan, I had introduced that idea here so that we could consider how we could do it, and if it could be possible here, what type of traction we would require for that purpose and so on. These are matters that have got to be taken into consideration. It is possible in one place, but it may not be possible in another place unless fundamentally the traction is changed. Therefore, we shall bear this in mind.

With these words, I commend these Demands for the acceptance of the House

**Shri Yashpal Singh (Kairana):** What about Roorkee? The hon. Minister has not said anything about it.

**Shri S. K. Patil:** I am sorry I forgot my hon. friend Shri Yashpal Singh.

Since the elections are approaching, and our budget would be presented slightly before the elections, I would try to satisfy every hon. Member.

**Mr. Speaker:** 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, 1966, in respect of the following Demands entered in the second column thereof, namely Demands Nos. 2, 14 and 15."

The motion was adopted.

[The motions of Demands for Supplementary Grants (Railways). 1965-66 which were adopted by the Lok Sabha, are reproduced below.—Ed.]

#### DEMAND NO. 2—MISCELLANEOUS RAILWAY EXPENDITURE

"That a supplementary sum not exceeding Rs. 1000 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, 1966, in respect of 'Miscellaneous Railway Expenditure'."

**DEMAND No. 14—CONSTRUCTION OF NEW LINES**

"That a supplementary sum not exceeding Rs. 1000 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, 1966, in respect of 'Construction of New Lines'."

**DEMAND No. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND**

"That a supplementary sum not exceeding Rs. 1000 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, 1966, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

11.53 hrs.

**DELHI MOTOR VEHICLES TAXATION (AMENDMENT) BILL**

**The Minister of Transport (Shri Raj Bahadur):** I beg to move:

"That the Bill to amend the Delhi Motor Vehicles Taxation Act, 1962, be taken into consideration."

This Act was put on the statute-book as late as the end of 1962 or the beginning of 1963, and it came into force with effect from 1st April, 1963. Section 20 of this Act provides that the proceeds of the tax collected from motor vehicles under this Act, after deduction of the necessary expenditure on collection, be paid to the Delhi Municipal Corporation and the New

Delhi Municipal Committee in an agreed proportion, to meet their expenses on the maintenance of roads etc. The basis of distribution has been that out of the proceeds from the registration fee and the taxes on motor vehicles, Government are entitled to retain such part of it as is required for meeting the expenditure on collection. Then, out of these two, that is, the fees and the tax, there is a ratable distribution so far as the costs of collection are concerned. Within the remainder, the basis of distribution is the surface area of motorable roads under the jurisdiction of the Delhi Municipal Corporation and the New Delhi Municipal Committee. However, we find that so far as the Cantonment Board is concerned, it does not get any share out of these proceeds. It is evident that they also have to maintain certain roads, and certain roads are under their jurisdiction.

The main purport of this Bill is to provide for a due share to the Delhi Cantonment Board also out of these proceeds. Clause 3 of this Bill aims at that.

Then, there is some need for clarification of a particular entry in the Schedule. I would refer to sub-item (h) in Part A of Schedule I in Item III. At present, the description of motor vehicles for purposes of taxation is as follows:

"Vehicles the registered laden weight of which exceeds 10 tonnes".

Then, in the next column, the entry reads thus:

"100 for every tonne or part thereof".

The intention is that up to 10 tonnes, the tax is Rs. 700, and beyond 10 tonnes, when the weight exceeds 10 tonnes, for every extra tonne or part thereof, an additional sum of Rs. 100 is to be levied. This was not quite clear in the Act. Hence, we have