

About Gulhati Committee's report, he might look into it and just find out the position.

Shri Satya Narayan Sinha: I do not think it has been admitted as a No-Date-Yet-Named motion. If it is there, I will consider it.

Mr. Speaker: It must be found out. Shri Gulzarilal Nanda.

Shri Ansar Harvani (Bisauli): Sir, I want to draw your attention to this matter.....

Mr. Speaker. How can the hon. Member stand up in this manner and draw my attention to a matter which I do not know?

Shri Ansar Harvani: This is about yesterday's proceedings. I want to draw your attention to this.....

Mr. Speaker: He must write to me first and then I will see whether I can allow it.

श्री मोहन स्वरूप (पीलीभीत) :
 अध्यक्ष महोदय, मैं जरा सी एक बात पूछना
 चाहता हूँ ।

अध्यक्ष महोदय : अब नहीं ।

श्री मोहन स्वरूप : मैं शूगर के ही बारे
 में पूछना चाहता हूँ । आपने एडमिट किया
 था . . .

अध्यक्ष महोदय : वह पूछा गया था और
 आपने शायद उस वक्त ध्यान नहीं दिया ।
 Shri Gulzarilal Nanda.

PERSONAL INJURIES (COMPENSA-
 TION INSURANCE) BILL*

**The Deputy Minister in the Minis-
 try of Labour and Employment and**

**for Planning (Shri C. R. Pattabhi
 Raman):** Sir, on behalf of Shri
 Gulzarilal Nanda, I beg to move for
 leave to introduce a Bill to impose on
 employers a liability to pay compen-
 sation to workmen sustaining per-
 sonal injuries and to provide for the
 insurance of employers against such
 liability.

Mr. Speaker: The question is:

"That leave be granted to intro-
 duce a Bill to impose on employers
 a liability to pay compensation to
 workmen sustaining personal in-
 juries and to provide for the in-
 surance of employers against such
 liability."

The motion was adopted.

Shri C. R. Pattabhi Raman: Sir, I
 introduce the Bill.

12.19 hrs.

SUPPLEMENTARY DEMANDS FOR
 GRANTS (RAILWAYS),† 1963-64.

Mr. Speaker: Now we take up Sup-
 plementary Demands for Grants for
 Railways for which one hour has been
 allotted. Shri Nambiar.

**The Deputy Minister in the Minis-
 try of Railways (Shri Shah Nawaz
 Khan):** Sir, I would like to make
 some introductory remarks.

Mr. Speaker: All right.

Shri Shah Nawaz Khan: Sir, in
 moving the Supplementary Demands
 for Grants for 1963-64, it is necessary
 to explain by way of introduction that
 they are not for securing additional
 funds at this stage and are, therefore,
 not due to defective framing of the
 original Railway Budget.

*Published in the Gazette of India Extraordinary, Part II, section 2,
 dated 23-8-63.

†Moved with the recommendation of the President.

Shri Nambiar: So the hon. Minister will excuse me if I bring certain points of which we could not give notice in advance. There will also be the objection that it is only Supplementary Demands and one cannot discuss general policy matters, which I am not going to.

But with respect to Demand No. 2, Miscellaneous Expenditure, I would like to make a mention about a point from my part of the Southern Railway which is a small matter and which does not involve much of expenditure.

12.23 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

On the Southern Railway, in the Pudukkottah section, we had what is known as an out-agency at Pudukkottah. From the earlier days of the Raja's regime; ever since the inception of the railway system in that part we had it. Recently, for no reason whatsoever, we do not know, the out-agency has been abolished with the result that the town being far away, at a distance of two miles, people find it difficult to take advantage of the railway system to book in the town, both parcel as well as passenger booking. It is not an item where the railway administration has to incur much expenditure. I would request the hon. Minister to consider this question. Representations have been made to the General Manager and we were told that due to some difficulty in getting cheap tenders this was not agreed to. Whatever may be the difficulties with regard to tenders and the rate, etc. Government may consider the question and see that this facility is restored. I am not asking for a new facility. It was existing all these years.

Coming to the next point, about Demand No. 15, about works, etc., I would like to make certain observations with regard to the Southern Railway. Here money was already voted for the work, but the work that is carried on is being slowed down

very much. We find it very difficult to understand that. This is with regard to the electrification work on the Southern Railway between Villupuram and Tambaram. We were told recently, the Railway Minister visited our part and said that steps are being taken and that it will be done soon. But it is going on at a snail's pace, and I think that if it goes on at this rate, the electrification up to Villupuram may take at least twenty years. I do not know whether the hon. Minister cannot get this expedited.

I would also submit that the electrification up to Villupuram will not suffice. Just thirty miles away from there, we have the Neyveli project which is a very gigantic one in the Southern Railway, and we would only urge that Neyveli should also be connected. If Neyveli is not connected with the Madras port then there is no useful purpose which will be served by electrifying only up to Villupuram. Therefore, I would request the hon. Minister to see whether this question cannot be considered. I am making this suggestion because money has not been sanctioned for connecting Neyveli and Villupuram, whereas up to Villupuram it has been sanctioned already. My plea, therefore, is that the electrification up to Villupuram must be quickened, and Neyveli also should be connected.

Then, I would like to say a word on the question of doubling the line between Jolarpet and Shoranur and linking it with Cochin Harbour. The question of full utilisation of that port also comes in. Unless and until that port is linked by means of a double line, the difficulty on the Southern Railway, particularly, on the West Coast, will be very much. I can say that today, the point of saturation has been reached, and the trains are not practically in the process of moving at all, especially the goods trains, and the speed has come down to an average of about ten miles on that section. In the interests of quick transport and export-imports, and the utilisation of the Cochin Port, I would

[Shri Nambiar]

request that the question of doubling of this section on the West Coast may be taken up very seriously and not in the manner in which it is being done today.

Then, there is the old and the long standing demand on the question of the removal of bottle-neck between Madras and Vijayawada. The bottle-neck between Madras and Vijayawada, the bottle-neck between Cochin Harbour and Madras, and the metre gauge on the Southern Railway, all these contribute to the failure of the Southern Railway. Recently, I have seen a report saying that the Southern Railway is running on a loss. The loss that was estimated for last year was Rs. 3 crores. And mind you, that was the position on just one railway. In these days of larger transport requirements, I do not know how a railway can run on a loss. The general manager says that it is running on a loss because of the price of coal which has to be transported to the south. If it is running on a loss, then economically it is a bad thing. So, we have to get rid of this situation. The best way is to see that more goods are transported and also more quickly, so that we can utilise the wagon capacity to the maximum and this loss can thereby be turned into a gain.

Then, the question comes in about the bifurcation as between the Southern Railway and the Central Railway. This question has been hanging fire for so long, and repeatedly we have been told, and a promise was also given on the floor of the House that this question would be considered shortly and the needful would be done. This is an important issue; although, it may not directly be connected with the Supplementary Demands, it is a part of the whole, and we in the extreme south, far away from the heart of activity find it very difficult to have quick transport on account of these things. The Southern Railway Administration may be helped by the Centre, and we would

also request that our transport may be improved. I hope the hon. Minister will look into this question and see that the Ministry of Railways help us in this matter.

श्री यशपाल सिंह (कैराना) : उपाध्यक्ष महोदय, यह सप्लिमेंटरी डिमान्ड्स जो पेश की गई हैं उन के लिये मैं माननीय रेलवे मंत्री, सरदार स्वर्ण सिंह जी को बधाई देता हूँ। आप को इस लिये मुबारकबाद देता हूँ कि आपकी दिन रात की कोशिशों से और आप के भजन बन्दगी के प्रताप से रेलवे के ऐक्सिडेंट्स को कंट्रोल किया गया है। ईश्वर की कृपा से रेलवे ऐक्सिडेंट्स को हम रोक सके हैं। इस लिये मैं आप को मुबारकबाद देता हूँ।

पूना से ले कर मीराज तक . . .

Mr. Deputy-Speaker: These Supplementary Demands do not relate to railway accidents. Whatever the hon. Member says has to be relevant, and be connected with the Supplementary Demands before the House.

श्री यशपाल सिंह : यह जो डिमान्ड दी गई है उस में जो प्राग्रैस हुई है उस के लिये भी मैं आप को मुबारकबाद देता हूँ। पार्लियामेंट का यह रिवाज है कि जो अच्छा काम करते हैं उनको मुबारकबाद मिलना चाहिए, उनको बधाई देनी चाहिए।

यह जो दस बारह करोड़ रुपया गोआ तक लाइन ले जाने में खर्च होगा इसका सबसे ज्यादा फायदा हमको यह होगा कि इस वक्त जो हम वहाँ के आयरन ओर से फायदा नहीं उठा पा रहे हैं, इस लाइन के बनने के बाद उससे फायदा उठा सकेंगे।

इसके अलावा गोआ हमारा मोस्ट इम्पारटेंट सेंटर है। गोआ की हाल में आजादी हुई है। इसकी तेजी से तरक्की करना हमारा सब से पहला फर्ज है। तो गोआ तक यह ब्राड गेज लाइन तैयार हो

जानी चाहिए और इस लाइन पर जो खर्च हो उसको इस ढाँच को खुशी से पास करना चाहिए। और जो मिरज से मारमा गोआ तक १८७ मील का टुकड़ा है उस को भी ब्राड गेज बनाना जरूरी है। यह डिमांड बहुत मुनासिब है और इसको ढाँच को पास कर देना चाहिए। लेकिन सबसे ज्यादा जरूरत इस बात की है कि जो इलाके पिछड़े हुए हैं उन इलाकों की तरफ भी ध्यान दिया जाए।

शाहदरा से सहारनपुर को जो मीटरगज लाइन है इससे उस इलाके की तरक्की रुकी हुई है। इस की तरफ भी ध्यान दिया जाए चूंकि यह प्राइवट फर्म मार्टिन बर्न एंड कम्पनी की है, इसलिए यह हमारे समाजवाद के साथ फिट नहीं करती। जब समाजवाद का वायदा किया गया है तो जो प्राइवट कनसर्न हैं उनको गवर्नमेंट या पब्लिक कनसर्न बनाया जाए, इन को जनता की प्रापटी घोषित किया जाए। जब तक यह कम्पनी के हाथों में रहेगी तब तक इस इलाके की तरक्की नहीं हो सकेगी। यह इलाका हिन्दुस्तान में सबसे ज्यादा गन्ना और गुड़ पैदा करता है। यह मेरी कांस्टीट्यूएंसि में आता है। यू० पी० से सारे ५२ जिलों में से सब से ज्यादा रुपया नेशनल डिफेंस फंड में इस इलाके ने दिया है। लेकिन इस लाइन को आज तक ब्राडगेज नहीं किया गया है। जरूरत इस बात की है कि इस लाइन को बड़ी लाइन करने की कोशिश की जाए, और यह जो वर्क इन प्रोग्रेस है इसको फौरन पूरा किया जाए।

इसी के साथ साथ मैं यह कहना चाहता हूँ कि हमको कोई ऐसा मौका नहीं मिलता कि हम अपनी दिक्कतों को आपके सामने रख सकें। यह मौका इस डिमांड के अन्दर होना चाहिए कि जो मेम्बरान की दिक्कतें हैं उनको वे आपके सामने रख सकें। उत्तर प्रदेश से जो लोग यहां बतौर मेम्बर आए हैं उनको अपनी दिक्कत आपके सामने रखने

का कोई मौका नहीं है। मैं ने कई दफा आपको रेलवे कमेटी में भी कहा कि दो या दार्ई बज एक्सप्रेस ट्रेन दरद्वार के लिए होनी चाहिए लेकिन बड़ आज तक नहीं हो सका।

उपाध्यक्ष महोदय : वह अलग बात है।

श्री यशपाल सिंह : गूटकल बहुत इम्पारटेड प्लेस है, यह आयरन और का सब से बड़ा सेंटर है और इस की तरक्की के लिए ब्राडगेज बनाने की पूरी कोशिश होनी चाहिए। साथ ही साथ जो पिछड़े हुए इलाके हैं उनके लिए भी पूरी कोशिश होनी चाहिए।

यह डिमांड इतनी इन्नोसेंट है कि इसमें किसी को कोई एतराज नहीं होना चाहिए। और इसको पास कर देना चाहिए।

Shri P. Venkatasubbaiah (Adoni): These supplementary demands have been brought forward before the House for its sanction. I congratulate the Ministry on having done so.

It has been stated that in accordance with the findings of the Public Accounts Committee they have come now with a token demand and that when the full picture emerges, they are going to bring in another supplementary demand for the sanction of the whole project. This is in keeping with the wishes of the PAC.

Here I would like to say only one thing. It is stated in page 2:

"There has been further thinking in regard to the requirements connected with the development of Mormugao port, which is being planned keeping in view the likelihood of the port being eventually served by broad gauge rail facilities".

Has it taken so much time for the Ministry to come to a decision that the Mormugao port is likely to play a very important part in exporting our commodities like iron ore to foreign countries, thus earning a good deal of foreign exchange?

[Shri P. Venkatasubbaiah]

Even while presenting this Demand, this Ministry seems to be hesitant. They have qualified it by saying "if a broad gauge link with the north, if one is decided upon". I would request the Ministry to take an early decision. The development of Marmagao port, as also the approaches and the various links like Hospet-Marmagao, Hospet-Londa, Guntakkal-Hospet must be taken into consideration to have a complete and comprehensive picture and the entire route that goes to Marmagao which is going to play an important role in our export activities should be borne in mind. This haphazard way of having conversions into broad gauge piecemeal will not take us anywhere. So, let them have a broad plan and see that Marmagao is developed, and that the approaches are converted from metre gauge to broad gauge as expeditiously as possible.

The workload has increased in both the Southern and Central Railways. Shri Nambiar has also referred to it. There has been a demand from the Members belonging to the Southern States that the Central and Southern Railways may be split and a new railway zone created to relieve the congestion and also the workload. I am happy to say that the Minister has been sympathetic to the representations made both on the floor of the House and also in the Consultative Committee. He knows the difficulties of the region. So, I request him to take a decision as quickly as possible. He should soon come up with a statement that a separate zone is going to be constituted, so that the difficulties of the area may be removed.

With this, I support the demands.

Shri Muthiah (Tirunelveli): I rise to support the Supplementary Demands for Grants of Railways. The Demands amount to Rs. 2.5 lakhs covering miscellaneous expenditure and Open Line Works—Additions and Replacements.

The miscellaneous expenditure covers three surveys, one in the Eastern Railway and two in the Southern Railway, but there is no mention of the survey of the Tirunelveli-Kanyakumari line. The Minister stated in the Consultative Committee in April, 1963, that Rs. 3 lakhs had been allotted for this survey, but no survey work has been undertaken so far in this area.

The Tirunelveli-Kanyakumari railway project has been pending for a very long time, and for some reason or other, it has been postponed. It is regrettable that even in the Third Plan, it was not included.

There are many points in favour of this project. It is going to prove the cheapest project when undertaken. The distance, after all, is only 45 miles, and the ground is level throughout and it is mostly waste land which can be acquired easily. There is only one bridge to be constructed, a small one, over the river Nambiar. As everybody knows, Kanyakumari is one of the most important pilgrim and tourist centres. Pilgrims from all over India come there in thousands every year. Foreign tourists also go there. It is but fit and proper that Kanyakumari, the land's end, should be connected with the rest of India by a railway link.

I can assure this House that when this line is opened, it will prove a great boon to thousands and thousands of people living in the two districts of Tirunelveli and Kanyakumari. It will help the development of a number of industries in these areas with their rich mineral and other resources untapped.

Then I come to another line, the Tuticorin-Meelavittan Harbour line. The Minister stated that Rs. 75 lakhs were allotted for this. This work is, however, being delayed. The hon. Deputy Minister, Shri S. V. Ramaswamy visited Tuticorin harbour site on the 8th of July and he said while

addressing the citizens of Tuticorin that the people of Tuticorin should voluntarily surrender the necessary lands to be acquired for the railway line. The legislators representing the constituency convened a meeting of the salt-pan owners I presided over that meeting and appealed to the people came forward to help the Government and agreed most willingly to surrender the necessary lands. They signed the consent forms, and did this in a spirit of service and sacrifices for the country. I appeal to the Railway Minister to take up the construction work without delay. Acquisition work can be immediately undertaken as the ground is cleared and there is no experiment.

श्री श्रीकार लाल बरवा (कोटा) :

उपाध्यक्ष महोदय, मैं रेल मंत्री को धन्यवाद देता हूँ कि उन्होंने रेलवेज में तरक्की की है और काफी जगहों पर नई रेलवे लाइनें निकाली हैं। लेकिन मुझे यह खेद के साथ कहना पड़ता है कि उनका ध्यान राजस्थान की तरफ बिलकुल नहीं है। पिछले १५ साल से जब से कांग्रेस गवर्नमेंट बनी है

Mr. Deputy-Speaker: This is not the general debate on Railways.

श्री श्रीकार लाल बरवा : मैं डिमांड नम्बर १५ पर बोल रहा हूँ जोकि नई रेलवे लाइंस बनाने के बारे में है।

राजस्थान के अंदर रेल मंत्री महोदय ने नई लाइनें बिलकुल नहीं बनाई अलबत्ता कुछ थोड़ा हनुमानगढ़ की तरफ लाइन बिछायी गयी है

Mr. Deputy-Speaker: It is only for the Southern Railway and not the Western Railway.

श्री श्रीकार लाल बरवा : करोड़ों रुपये की सैक्शन लेते हैं। मैं चाहता हूँ कि उधर राजस्थान की तरफ भी कृपादृष्टि की जाय। इस बारे में राज्यपाल को भी हमने एक आवेदनपत्र दिया था और मैं पुनः वह मांग

सदन में दुहराना चाहूंगा कि कोटा से बूंदी, बूंदी से देवली और देवली से नसीराबाद को रेल के जरिए मिला दिया जाये या देवली से टोंक और निवाई को रेलसे मिला दिया जाय।

अगर इस देश में सरकार वाकई हम समाजवादी समाज की व्यवस्था कायम करने चाहती है तो यह बहुत आवश्यक है कि इन पिछड़े हुए इलाकों की तरफ ध्यान दिया जाये और उनका विकास किया जाये। उनमें नई रेलवे लाइनें बिछाई जायें। उन पिछड़े और अउन्नत इलाकों की तरफ तरक्की करनी होगी। जाहिर है कि जब तक उनके अंदर नई लाइनें नहीं निकालेंगे तब तक उनका विकास नहीं होगा। उनमें रेलवे लाइंस बिछाने से उनका शीघ्र विकास होगा। यह पिछड़ा इलाका राजस्थान का ऐसा है जहाँ पर रेलवे लाइनों का होना बहुत जरूरी है। इस बारे में राज्यपाल को भी हमने एक ऐप्लीकेशन दी थी। उन्होंने इसे मंजूर किया था और वायदा किया था कि वहाँ वे इस के लिए मंत्री जी से कहेंगे। अब पता नहीं उन्होंने क्या कहा और क्या नहीं कहा। बहरहाल मैं चाहूंगा कि मंत्री महोदय इस के ऊपर ध्यान दें।

दूसरी बात यह है कि मारे कोटा स्टेशन पर बजरिया पर एक नाला है और जैसा झगड़ा यहाँ पर यमुना पुल को लेकर कारपोरेशन और रेलवे विभाग के बीच में चल रहा है जिससे यमुना पुल बीच में लटक रहा है इसी तरह का झगड़ा उस नाले को लेकर रेलवेज और हमारे निगम के बीच में चल रहा है और परिणामस्वरूप वह नाला पड़ा सड़ रहा है। रेलवे कहती है कि वह स्टेट का है और स्टेट कहती है कि वह रेलवे का है। जरूरत इस बात की है कि जैसे भी हो उसका फैसला किया जाय ताकि नाले को बना दिया जाय और ठीक कर दिया जाय और वह गंदगी मिट सके। इससे बजरिया की रौनक हो जायेगी।

[श्री श्रीकार लाल बेरवा]

एक दिन मैं ने अपने रेलवे स्टेशन के क्षेत्र का दौरा किया। मैं ने देखा कि एक एक मास्टर से ६०, ६० या १००, १०० लड़के पढ़ रहे हैं।

इन स्कूलों में आम गरीब लोगों के बच्चे पढ़ते हैं। बड़े बड़े अफसरों के लड़के उन स्कूलों में नहीं पढ़ते हैं। उनके लिए ईसाईयों का एक नया स्कूल खुला है, उसका नाम मुझे याद नहीं आ रहा है, उस स्कूल में बड़े बड़े आदमियों के लड़के पढ़ने जाते हैं। लेकिन गरीब मजदूरों और दूसरे लोगों के लड़के उन स्कूलों में पढ़ते हैं जिनमें एक, एक मास्टर के पास १००, १०० लड़के पढ़ते हैं। वहाँ पर लड़कों के बैठने के लिए टाट पट्टी आदि का इंतजाम नहीं है। चारों तरफ जंगल झाड़ियाँ काफी बड़ी हुई हैं। उन की सफाई आदि के लिए कोई माली की व्यवस्था भी नहीं की गई है।

मैं चाहूँगा कि मंत्री महोदय उस इलाके की तरफ अवश्य ध्यान दें।

Mr. Deputy-Speaker: This has nothing to do with the demands in question.

श्री श्रीकार लाल बेरवा : मेरा निवेदन है कि बहुत सा रुपया मंजूर किया गया और मैं चाहूँगा कि राजस्थान की जो अभी तक उपेक्षा की गई है, उस की ओर अवश्य ध्यान होना चाहिए।

उपाध्यक्ष महोदय : वह भ्रमल बात है।

Dr. Gaitonde (Goa, Daman & Diu): I am happy that we are thinking in terms of broad gauge line to Mormugao port. These railways of Goa used to belong to the port, I think that they now belong to the Railways.

Shri Shahnawas Khan: Yes.

Dr. Gaitonde: I am quite happy that this has happened. I am also

happy that the suggestion I made a few months back about changing this line into broadgauge has been considered by the Government. But I am surprised at the language used in the introductory remarks. It says here:

“A broad gauge rail link with the north, if one is decided upon.....this conversion, if decided upon.....”.

That means that the Government is not yet convinced that it is necessary to do these things. But the survey is being conducted. Is there no decision in the mind of the Government. Is the survey intended to find out whether the decision is necessary? Generally such surveys are done with a certain goal in mind. Again on the last page the note says:

“The case for converting Hospet-Londa metre gauge section (en route to Mormugao) to broad gauge will depend on the prospects of iron ore exports, in substantial quantities, from the Hospet Bellary region (over and above the ore exports now going on from the immediate vicinity of Mormugao)”

It is well known that the exports from Mormugao are only iron ore at present amounting to about six million tons. Studies have been conducted by various institutions and private bodies to show that much larger quantities of iron ore can be exported. So, I would ask the Government: are the surveys meant to find out the way of the broad gauge line or it is also to find out the capacity of the port as regards the increase in exports? Once these two questions are settled, the problem becomes easier. But I am told that these studies have already been done. Why then waste time to do the same thing again? We know that we have to have a broad gauge. Then we should find out how to do it. This is what I wanted to say.

श्री शिवभूति स्वामी (कोपल) :
उपाध्यक्ष महोदय, अभी यहां पर जो
२,५०,००० रुपये का सप्लीमेंटरी बजट
पेश किया गया है, उस में दो डिमांड्स हैं।
एक डिमांड में तो साउथ बंगाल को नार्थ
बंगाल और आसाम से जोड़ने के लिए ब्राड-
गेज लाइन की एक बड़ी प्राजेक्ट की व्यवस्था
की गई है। इस के लिए मैं मंत्री महोदय को
बधाई देता हूँ और कहना चाहता हूँ कि इस
काम को जल्द से जल्द आगे बढ़ा कर साउथ
बंगाल और नार्थ बंगाल तथा आसाम के
बीच में यातायात का जल्दी इन्तजाम किया
जाये। इस डिमांड में केवल एक लाख रुपये
की ही व्यवस्था की गई है। लिहाजा अगर
और ज्यादा रुपये की आवश्यकता हो, तो वह
ले कर इस काम को जल्दी खत्म किया जाये।

जो तक दूसरी डिमांड का सवाल है,
माननीय सदस्य, श्री बैंकटामुब्बया, ने का
कि मर्मगोआ के बारे में स्टडी किया जाये
कि वहां पर कोई पासिबिलिटीज हैं या नहीं।
यह सुन कर मुझे ताज्जुब होता है। १९६३
तक इस एरिया में सिर्फ छोटी लाइन पर
ही रेलवे चलती है। आजाद होने के बाद
पंद्रह सालों में जब भी कोई मंत्री महोदय
वहां जाते हैं, तो लोगों की तरफ से यह मांग
की जाती है कि वहां पर ब्राड-गेज लाइन
बिछाई जाये। हाल ही में हमारे मंत्री महोदय,
सरदार स्वर्ण सिंह, ने खुद गुजस्ता महीने
खुद पांच दिन तक इस विभाग का दौरा
किया। उन को महसूस हुआ होगा कि सिर्फ
हास्पेट तक या मिराज तक ब्राड-गेज करना
मुल्क के लिए या इकानोमिक दृष्टिकोण से
ठीक नहीं होगा। जब तक हास्पेट से हुबली
और लौडा तक हम ब्राडगेज लाइन नहीं
बनायेंगे, जब तक पूना, मिरज और हुबली
को ब्राड-गेज से नहीं मिलायेंगे—जब तक
मुटकल से पूना तक वाया हुगली ब्राड-गेज
नहीं होगा, उस वक्त तक इस एरिया में
पैदा होने वाले आयरन और, मंगानीज और
फुड ग्रैन्ज का ले जाना बहुत कठिन है। वहां
पर एक तरफ तो मद्रास बंदरगाह है और

दूसरी तरफ बम्बई है और उन दोनों के बीच
में हजारों मील का समुद्र का किनारा है,
जहां पर कोई बड़ी बन्दरगाह नहीं है।
हालांकि मंगलोर और मर्मगोआ को मेजर
पोर्ट में तब्दील करना जरूरी है, लेकिन उस
के साथ वहां पर ब्राड-गेज को शुरू करने का
प्रयत्न करना चाहिए। मुझे यह देख कर
अफसोस होता है कि अभी वहां पर सिर्फ
प्रिलिमिनरी सरवे हो रहा है। इस में लिखा
है :—

“for converting, to Broad
Gauge, the Metre Gauge line
Miraj-Londa-Mormugao, and of
the branch line from Miraj to
Kolhapur.”

इससे मालूम होता है कि पूना से सिर्फ
मिरज तक अब फाइनल सेटलमेंट हो गया
है और वरिष्ठ दिनों में होने वाला है।
इस का जल्द से जल्द सरवे कर के मिरज
से हुबली तक ब्राडगेज बिछाना बहुत जरूरी
है, क्योंकि वहां के मिनरल्स को ले जाने के
लिए हुबली से बहुत कुछ सहूलियत हो
सकती है। इस में लिखा है :—

“for converting Hospet-Londo
Metre Gauge line to Broad Gauge,
to connect with the Board Gauge
line already under construction
from Guntakal to Hospet.”

गुंटकल से हास्पेट तक और फिर लौडा
तक ले जाने का काम तेजी से शुरू करना
चाहिये। मेरा निवेदन यह है कि तीन पंच-
वर्षीय योजनाओं के बाद भी वहां पर एक
माइल भी रेलवे लाइन नहीं डाली गई है।
हसन-मंगलौर लाइन भी बहुत जरूरी है।
कोटूर से हरपनली, हुगली और हरिद्वार या
हावेरी लाइन की योजना भी बहुत महत्वपूर्ण
है। वहां पर फाइनल लोकेशन का सरवे हो
चुका है हसन-मंगलौर का भी सरवे
हो चुका है। हालांकि यह सरवे १९५२ में
हो चुका है और बजट में दिखाया जाता है,
जिस को देख कर बड़ा आनन्द होता है, लेकिन
चूँकि वहां पर काम शुरू नहीं हुआ, इस लिये

[श्री शिवमूर्ते स्वामी]

खुद होता है। मैं निवेदन करना चाहता हूँ कि सरवे के लिये जो पैसा दिया जाता है, उस को काम में ला कर कम से कम एक माइल लाइन तो बना कर दिखाई जाये। एक भी काम वहाँ नहीं हो रहा है। अब सुनने में आता है कि मंगलौर बंदरगाह के लिये जो सिर्फ पांच लाख रुपया दिया गया है, उस के बार में यह कहा गया है कि चूँकि गोआ बढ़ रहा है, इस लिये मंगलौर को हम कम करेंगे। कहां गोआ और कहां मंगलौर। मर्म गोआ एक अलग परपञ्च के लिये होगा, लेकिन उस क्षेत्र से मिनरल्स आदि कम एक्स-पेंस पर भेजने के लिये मंगलौर उपयुक्त होगा। मर्मगोआ की तरफ का जो आयरन और है, वह अलग है। बलारी और हास्पेट मंगलौर के नजदीक हैं। उस के लिये कोटूर और हरिहर को मिलाना जरूरी है।

माननीय मंत्री जी खुद उस क्षेत्र को देख कर आए हैं। अब तक जो अन्याय वहाँ पर हुआ है कि एक माइल भी रेलवे लाइन वहाँ पर नहीं बनाई गई है, उस को देख कर यह जल्द से जल्द करना जरूरी है। निजाम सरकार और मैसूर स्टेट ने भी उस वक्त सरवे किया था। वहाँ पर रायचूर, गंगावती और कोप्पल को मिलाना बहुत जरूरी है, जिस के बीच में तुंगभद्रा का डेवेलपड एरिया है। वहाँ पर फाइनल लोकेशन की रिपोर्ट मौजूद है, लेकिन फिर भी वहाँ पर काम नहीं हुआ। जिन कामों के सरवे हो चके हैं, उन को एक एक करके हाथ में ले कर पूरा किया जाये, वरना बहुत अन्याय होगा। पूरी तरह स्टडी कर के फूडप्रेन्च और आयरन और के लिये मर्मगोआ को इस में शरीक किया गया है। मंत्री महोदय कोई अजनबी की तरह से उस को नहीं लाए हैं। मुझे मालूम नहीं कि श्री वेंकटामुब्बया यह क्यों कहते हैं कि यह हेफजर्ड प्लान है। यह कोई हेफजर्ड प्लान नहीं है बल्कि यह एक बहुत

अच्छी प्लान है और इस को जल्द से जल्द पूरा किया जाये।

Shri J. N. Hazarika (Dibrugarh):
Mr. Deputy-Speaker, Sir, I support these supplementary demands for carrying out the programmes of the railways. I am particularly interested in the board gauge project in Assam. As the House knows, it is very important and urgent from every point of view. I am really surprised why the progress is not very rapid. I do not know why the Government has not started the work with great speed in view of the situation prevailing in the State of Assam, on the borders. I wish the broad gauge project in Assam is implemented without further delay.

Then, I want to draw your attention to one thing; I do not know why the impact of the attack by the Naga hostiles on the train has still remained; I do not know why the situation has not been improved. The normal running of trains between Gauhati and Dibrugarh has not been resumed as yet. The Government, and particularly the Railway Board, should have taken up this matter with the Government of Assam as to how to arrange security measures for running passenger trains at night. At night, the trains do not pass over the areas adjacent to the Naga Hills. I do not know how long this will continue. It should not be allowed to remain like this for long. Even during the British time, the companies opened railway lines in Assam and the Government arranged for the settlement of people near the railway lines. I do not know why the Railway Board are not yet taking up this matter with the Government of Assam and arrange to settle some people near the railway lines so that from the security point of view, it will be safe to run the trains there. The population could remain there as a measure of security. Or, some alternative scheme should be arranged.

There are branch lines nearby: one is from Chaparmukh to Silghat; the other is from Furkating to Jorhat via Badulipara. When these branch lines are connected with each other, they should serve as a chord line just as the line from Mughal Sarai to Howrah and the alternative line from Mughal Sarai via Patna. So, the line will remain connecting Dimapur and the Naga territory. The other alternative chord line would be there through Nowgong and other places. It will not be very long. It will be some 50 to 60 miles. I think then that the railways will be secure from the Naga hostiles. From that point of view also it will be very good for the country. Recently, the bridge known as the Dhansiri bridge on the national highway had been washed away by the floods, or it has been damaged due to some sabotage action. I think this has been investigated by the Government of Assam—whether it is an act of sabotage or whether it was damaged due to floods. There has been some crisis in transportation between upper and lower Assam. Therefore, if this alternative line is opened many problems will be solved.

The other small thing which I want to refer to is this. In spite of the promises given by the Railway Ministry, the Railway Board, the extension of the railway line from Talap to Dhola, a distance of about five to six miles, has not been done. Promises have been made by the Board; I received letters from them. But in spite of this, the small extension has not been given. I wonder what the railway is doing there. I request the Railway Minister and the Deputy Ministry of Railways—the members of the Railway Board are also sitting over there—to take up these matters seriously.

श्रीमती शशांक मंजरी (पालामऊ) :

उपाध्यक्ष महोदय, मैं रेलवे के बारे में कुछ कहना चाहती हूँ। पहले ऐसा हथौड़ा करता था कि बड़मसाना से जो रेल जाती थी वह मुरी और टाटा हो कर संघे कलकत्ता

जाती थी लेकिन अब मुरी में कट जाती है। वहाँ दो दो दिन मुसाफिरों को उहरना पड़ता है। रांची से जो रेल आती है, उस में मुरी वालों को बैठ कर कलकत्ता जाना पड़ता है। वह गाड़ी रांची से ही भरी हुई आती है और मुरी के मुसाफिरों को उस में बैठने का मौका नहीं मिलता है और बैठने की बात तो दूर खड़े हो कर भी वे जा नहीं पाते हैं। इस तरह से मुसाफिरों को बड़ी तकलीफ का सामना करना पड़ता है। उनको एक एक और दो दो दिन वहाँ रुकना पड़ता है। इसलिये मैं चाहती हूँ कि जैसे हजारीबाग और रामगढ़ वालों को सुविधा दी जाए। जिस तरह से पहले बिना रुके हुए सीधे कलकत्ता जाले थे। मैं आशा करती हूँ कि रेल मंत्री महोदय इस और तुरन्त ध्यान देंगे।

13 hrs.

अभी मैं रेल यात्रा करके आ रही हूँ और मैंने थर्ड क्लास के पैसेजरो की तकलीफों को देखा है। इन डिब्बों में बड़ी भीड़ होती है इतनी भीड़ होती है कि अन्दर वाले आदमी बाहर नहीं आ सकते हैं और बाहर वाले आदमी अन्दर नहीं जा सकते हैं। भीड़ के कारण लड़ाइयाँ झगड़े बहुत हो जाते हैं। मारपीट में किसी का सिर तोड़ दिया जाता है, किसी की नाक टूट जाती है, किसी की नाक छिल जाती है और किसी को कहीं और चोट आ जाती है। जिस घटना का मैं जिक्र कर रही हूँ, उस में दो दो बार इस भीड़ की वजह से गाड़ी को रुकना पड़ा। यह जो तीसरे दर्जे में भीड़भाड़ होती है और मुसाफिरों को सुविधा नहीं होती है, इस और आपका विशेष ध्यान जाना चाहिये। बैठने की बात तो दूर खड़ा होने तक का स्थान नहीं मिलता है और रेल पकड़ कर भी वे जाना चाहें तो नहीं जा सकते हैं।

अब खाना जो दिया जाता है, उसके बारे में मेरा कहना यह है कि वह बहुत गन्दा होता है, उस में माछी वगैरह होती है और इस मैले और गन्दे खाने को खाने

[श्रीमती शशांक मंजरी]

से लोगों के बीमार हो जाने का डर रहता है। चीजों को सफाई बिल्कुल नहीं होती है। जब आप पैसा पूरा लेते हैं, पूरा रुपया लेते हैं तो सफाई का तो आपको ध्यान रखना चाहिए, सफाई तो ठीक तरह से होनी चाहिये। जहाँ वह बनता है, वह स्थान भी बड़ा गन्दा होता है और जहाँ वह दिया जाता है वह भी बहुत खराब जगह होती है। इसका भी आपको ख्याल करना चाहिये।

रास्ते में जो भोजन आदि दिया जाता है, वह भी बहुत गन्दा होता है, बहुत मैला होता है और माछी वगैरह के हाथ हाथ डालने से वह और भी गन्दा हो जाता है। इस तरह का मैला और गन्दा खाना खाने से बीमारी हो जाने का डर रहता है। इस ओर विशेष रूप से आपको ध्यान जाना चाहिए

Shri Sonavane (Pandharpur): Sir, while congratulating the Railway Ministry for bringing forward the Supplementary demands for grants for Railways I cannot refrain from saying after reading the introductory remarks on page 1 and the explanatory note on page 2, that the hesitant policy of the Railway Ministry in taking up survey works and executing them with speed is responsible for the piecemeal asking of demands in this way. Immediately after the demands were granted in April, they say, there was a re-thinking of the whole issue. I would like to read from page 2, para 4 (ii) (a). Here it is stated as follows:

"After the Railway Budget for 1963-64 had been voted, there has been further thinking in regard to the requirements connected with the development of Mormugao port".

Sir, this is what I say, a hesitant policy. Why the conversion should not have gone far ahead with the experience they had of conversion of such railway lines? I think this

policy is a hesitant policy. The second supplementary demand pertains to the surveys. The Ministry is very eager to carry on the surveys but they keep them in cold storage. They have done it at several places. There have been persistent and heavy demands from rural areas particularly in my constituency, Pandharpur for conversion of N. G. lines into broad gauge lines. That demand was made long long ago and as a result of several demands, surveys were undertaken and they are being kept in cold storage. The passengers and pilgrims going to Pandharpur have been carried actually in goods wagons and this was brought out in the meeting of the advisory committee and the standing committee. These complaints were brought to the notice of the Railway Ministry but they have not heeded to the demands of the conversion of these N. G. lines to broad gauge. I do not know why. The surveys had taken place and they were put in cold storage and this is the way things are moving. So, I would like to make a special request to the hon. Minister to give full thought to this and to carry out the surveys and complete the works, and not to give hope to the people of the area and keep them waiting and waiting. Therefore, I say Sir, that this hesitant policy should be abandoned.

I would invite the attention of the Deputy Railway Minister Shri Shahnawaz Khan to this aspect. He visited my constituency recently and he has seen himself and I could not meet him then. I had made a request in my letter saying that my only request on behalf of my constituency was that the conversion of the N.G. lines to broad gauge lines should be undertaken as early as possible at least before the completion of the third five-year plan.

With these words, Sir, I would earnestly hope that the Railway Min-

ister who is very efficient and who is very affable, would not delay to fulfil the aspirations of the people after having undertaken the surveys and would not keep them in cold storage. That should not be the policy. With these words, I support the demand.

Shri Sheo Narain (Bansi)—*rose*

Mr. Deputy-Speaker: There is nothing about U.P. in supplementary demands.

Shri Sheo Narain: I want to say something, Sir, about this. Others also would like to speak.

Mr. Deputy-Speaker: Those members who are concerned can speak. **Shri Priya Gupta.**

Shri Priya Gupta (Katihar): May I speak, Sir?

Mr. Deputy-Speaker: I have called him.

An Hon. Member: He is becoming intelligent.

Shri Priya Gupta: I am just trying to learn as I grow older.

Mr. Deputy-Speaker: Order, order.

Shri Priya Gupta: He made that comment and therefore I had to reply.

Mr. Deputy-Speaker, Sir, I am very glad that I have been given a chance to speak on this subject. I wish to make some observations which I hope will not be misconstrued by my hon. friends over there. Of course, for the discussion on these Supplementary Demands only a very short time has been allotted, but the main Railway Budget was debated for so many hours in this House during which many suggestions and complaints were made.

Mr. Deputy-Speaker: There are only two Supplementary Demands and the hon. Member should be brief con-

fining his remarks to those two Demands only.

Shri Priya Gupta: I know that, Sir, and I have gone through this. Unfortunately, none of the complaints or observations made during the last Railway Budget debate has at least been replied to by the Railway Ministry. I feel that all these papers which form the proceedings of the debate in this House and copy of which goes to the Railway Ministry are kept in the waste paper basket. I suggest—this is my humble submission—that whenever Railway budgets in future are to be placed before the House, let them be placed before the House, votes taken and passed by a majority vote, as the Government has, without any discussion. It is no use wasting our time and energy on making observations during debate here because nothing is given any heed to by the Railway Minister. Anyway, as my senior colleague has asked me, I want to make a few observations.

Mr. Deputy-Speaker: We are concerned with the Supplementary Demands here.

Shri Priya Gupta: If the zonalisation of the Railways, discussed by some Members, can come under this, these things can also come.

Mr. Deputy-Speaker: This is not a general discussion on the Railway Budget.

Shri Priya Gupta: Regarding survey, construction and other things, I would request the Railway Ministry not to commit such follies as have been committed already in the Assam section of N. F. Railway recently. For the improvement of traffic in Assam, a cabin worth about Rs. 1 lakh and odd was being built or was in the process of completion in Gauhati Station in connection with Gauhati yard remodelling. It has not come into use at all. It is going to be demolished now because the plan will have to be changed for lengthening the loop lines as these lines for receiving trains are

[Shri Priya Gupta]

not sufficient. This is wastage of public money and an instance of how finalisation of construction is being done.

Secondly, after the Brahmaputra Bridge was opened to traffic, lack of foresight in the planning of the New Gauhati Yard and Narangi Yard was detected. Through goods trains and other goods trains are being manned by the Double Crew system. Because the station yards are not laid out in proper perspective, the trains cannot be received at the station yards in time as the path is very limited and trains are made to wait at the outer signal of the Station. In that process, sometimes double the time is required; and when it is more than 10 or 12 hours, the drivers, firemen and guards claim rest and it attracts the eyes of the Railway Board. Therefore, the N. F. Railway Administration has introduced the Double Crew system to camouflage the defects in yards. When one guard is having his rest the other guard will be working, and the same will be the case in respect of drivers and firemen. I would request you to see the total running time of through goods trains leaving Alipore-Duar Junction. Take the figures for one month prior to the operation of the double crew system with the coming into operation of the Brahmaputra Bridge—that is, under the single crew system—and the figures for one month after the double crew system has been introduced. I would like the Railway Ministry to examine this point. My submission is that with the coming into operation of the double crew system the guards, drivers and firemen do not get the proper rest required to do away with the fatigue which is an essential factor for overcoming accidents. They have been given some ordinary rest vans to rest during this period where they do not get rest houses or running rooms. In addition, monetary loss is also there. This may kindly be reviewed.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): Is all this relevant?

Shri Priya Gupta: This is all relevant because this is in connection with the improvement of traffic in Assam.

The Minister of Railways (Sardar Swaram Singh): I hope the hon. Member is not very serious when he says that it is all relevant. He can go on if he likes, but it is certainly not relevant.

Shri Priya Gupta: Thirdly, there are two types of diesel engines—YDM-3 and YDM-4—engines running on long-hood and short-hood system. When an engine runs with long-hood in the front, the diesel gas goes inside the drivers room and does great harm to his lungs whereby the health of the driver is affected. This can be done away with only by changing the couplings. This is not being done because one type of engine has got common type of coupling on both ends and the other type has not. My suggestion, therefore, is that for the sake of saving the staff from earlier medical incapacitation, this may be resorted to. The only ground put forward by the N. F. Railway Administration is that by running diesel engines in one direction the gears and other things are worn out by friction and therefore they have to run them in both the directions.

Then, while I am on this subject, I want to point out one thing. Very recently, Sir, the Accident Committee visited Katihar. At Katihar I think they had a short stay in the officers' rest house. For this short stay the officers' rest house was air-conditioned by stripping off the air-conditioning plant from the office and installing it there. I am sure my senior colleagues here who are in this Committee never wanted it. But this was how public money was wasted in Katihar where the committee stayed only for a few hours. For a few hours the air-conditioning plant was stripped off from the office and installed in the rest house only to give *khana-dana* and all these things.

Sardar Swaran Singh: Was the hon. Member invited to that *khana-dana*?

Shri Priya Gupta: I was not present there. Why should the hon. Minister get irritated?

Sardar Swaran Singh: I am not getting irritated.

Mr. Deputy-Speaker: Order, order. The hon. Member must conclude now.

Shri Priya Gupta: Sir, you yourself interrupted me several times.

Mr. Deputy-Speaker: Nobody has taken more than 5 minutes. The hon. Member has already taken 8 minutes.

Shri Priya Gupta: Sir, be kind enough to give me one more minute. The N. F. Railway workers have been demanding for the grant of three increments to Class III and Class IV staff which has been given to the gazetted officers, but their demand has not yet been acceded to.

Mr. Deputy-Speaker: It has nothing to do with the Supplementary Demands before the House. He is speaking about matters irrelevant to the Demands before the House and still I am allowing him.

Shri Priya Gupta: Let me submit, Sir, that the people in Rangapura North and Rangiyia section who worked during the war emergency time, how do know how they have been compensated. A few of them have been picked up and given three increments whereas others have not been given. Why is there this discrimination?

Mr. Deputy-Speaker: This is about survey. We are not concerned here with overtime and other things. Order, order—Shri Parashar. (*Inter-rptions*).

Shri Priya Gupta: Unfortunately, Sir, I have been called in the end and no time has been given to me.

Mr. Deputy-Speaker: Order, order. Please sit down—Shri Parashar.

Shri Priya Gupta: Let not by submissions be laughed out by the Minister.

Sardar Swaran Singh: You want that I should not get irritated. When I am trying to be happy even then you are not happy.

Shri Parashar (Shivpuri): Mr. Deputy-Speaker, Sir, on these Supplementary Demands for Grants I have to make only two submissions regarding the Southern Railway and the Northern Railway. So far as the Southern Railway is concerned, I had had an opportunity very recently to travel from Madras to Pamban. I was travelling by the Boat Mail. Then I had to travel by some loop lines and metre gauge railway also. In those trains we have got the three-tier sleepers. I suggest that there should be some survey about this point also and some improvement should be made. My submission is that not even a man like me, a man of short stature like me, who can creep in into any third-class sleeper, could not sleep there. I found it very difficult to creep in and sit or sleep there. You can imagine the plight of other passengers who are tall. Therefore, there should be some survey about this and the railway administration should have these wagons reconstructed so that the passengers can be seated comfortably and they can also sleep.

Shri S. V. Ramaswamy: This is survey of the coach.

Shri Nambiar: Survey of length of the coach so that people can get in comfortably.

Shri Parashar: I am talking about the length between the three tiers in the sleeper coach.

About the development of the frontier railways I have to say that mere development of the frontier railways will not do unless they are very well connected with communications in the internal parts of the country. For instance, whatever we have at this time is only railway lines running from the north or from Delhi up to

[Shri Parashar]

Assam or up to Bengal. There should be a second line of communication. That is essential for our defence and also for development. It will act as a second line of defence. So, it is essential to have a second line of communication. Therefore, my humble suggestion is that the railways should undertake a survey for laying down railway lines joining Bengal and Orissa to Assam and Bihar, through south-east and northern parts of Uttar Pradesh, Madhya Pradesh and Rajasthan, connecting Sawai Madhopur to Kanpur via Jhansi, Shivpuri and Sheopur.

श्री भा० ना० मंडल (सहरसा) :

उपाध्यक्ष महोदय, मैं डिमांड नम्बर २ के सर्वे पोरशन पर बोलना चाहता हूँ। जो डिमांड हाउस के सामने पेश की गयी है उसमें सिर्फ सदरन रेलवे और ईस्टर्न रेलवे का जिक्र है। मेरा यह ग्रीवान्स है कि एन० ई० रेलवे के सम्बन्ध में भी सर्वे होना चाहिये था और उसके बारे में भी सप्लीमेंटरी डिमांड होनी चाहिये थी। मेरी कांस्टीट्यूएसी सहरसा है, जो कि बिहार का पिछड़ा हुआ इलाका है। वहाँ यातायात की सुविधा की बहुत जरूरत है। जो रेलवे लाइन कोसी के जमाने में खत्म हो चुकी है उसके बारे में कहा गया है कि वह रेस्टोर हो लेकिन वह अभी तक रेस्टोर नहीं हुई। मेरा सजेशन है कि यह लाइन सपोल से भवटियाही और राघवपुर होते हुए फारविसगंज से मिला दी जाये। यह बहुत जरूरी है। यह इलाका डालर अर्निंग इलाका है। और नेपाल की सीमा के पास होने से भी महत्वपूर्ण है। इसलिये मैं चाहता हूँ कि इस लाइन पर खास तौर से ध्यान दिया जाये और इसको रेस्टोर किया जाये।

Shri K. L. More (Hatakanangle):
Mr. Deputy-Speaker, I rise to support the Demands for Grants relating to the Ministry of Railways. On this occasion, it is my first and foremost duty to pay my hearty congratulations to the Railway Minister for including

the most important line, the Miraj-Kolhapur line in these demands. At present that is a metre-gauge line and now it is proposed to convert it into a broad-gauge line. I agitated this point when I participated in the discussion on the Railway budget last time and brought it to the notice of the Railway Minister. Now I am happy that he had taken into consideration this demand and included it in his programme. Therefore, I support this demand for grant for an engineering and traffic survey for converting into broad-gauge the metre-gauge line Miraj-Londa-Mormugao and the branch line from Miraj to Kolhapur. Here my first and foremost duty is to congratulate the Minister and the Ministry. With these words, I support the supplementary demands for grants.

श्री कछवाय (देवास) : उपाध्यक्ष महोदय, मैं इसका स्वागत करते हुए यह कहना चाहता हूँ कि जो किराया बढ़ाया गया है उसके अनुसार तीसरे दर्जे के मुसाफिरो को सहूलियत मिलनी चाहिये

उपाध्यक्ष महोदय : यह थर्ड क्लास की सहूलियत के लिये नहीं है। यह आसाम और सदरन रेलवे के एक्सटेशन और सर्वे के लिये है। उसके बारे में कुछ कहना हो तो कहिये।

श्री कछवाय : मैं वेस्टर्न रेलवे के बारे में कहना चाहता हूँ।

उपाध्यक्ष महोदय : वेस्टर्न रेलव इसमें नहीं आता।

श्री कछवाय : असम क्षेत्र के रेलवे के सम्बन्ध में भी मुझे यह कहना है कि जो किराया बढ़ाया गया है उस क्षेत्र में, उसके अनुसार जो थर्ड क्लास के यात्रियों को सहूलियत मिलनी चाहिये वह नहीं मिलती है। इसका कारण या तो यह है कि डब्बे कम हैं या ठीक व्यवस्था नहीं है इस कारण उनको सहूलियतें नहीं मिल पाती। अधिकांश में देखा गया है

कि इस रेलवे पर गरीबों की जेबें कट जाती हैं और इस काम में अधिकांश रेलवे कर्मचारियों का हाथ होता है।

उपाध्यक्ष महोदय : यह भ्रम लग बात है। यह इसमें नहीं आती। यह सब के लिये है। उसके बारे में कहना हो तो कहिये नहीं तो बैठ जायें।

Mr. Deputy-Speaker: I find that Shri Sheo Narain is not present. Shri Shahnawaz Khan.

Shri Shahnawaz Khan: I am grateful to all the hon. Members who have taken part in this debate and supported the supplementary demands for grants. Without going into all great details, I would like to cover as many points that have been raised here as possible.

Shri Nambiar raised the question of the restoration of the Out Agency. Though it is not strictly within the purview of this demand, I shall look into this matter and if there are sufficient reasons for restoring it, I shall certainly restore it.

Then he talked about the slow progress of the electrification of the Tambaram-Villupuram line. I can assure him that there is no slowing down. The work is progressing fairly fast. We have ordered locomotives from Japan and as soon as those locomotives start arriving the line would be opened. We hope that would be done by the end of next year. He also wanted the electrification to be extended to cover the Neyveli Project, that is, up to Virudhachalam. At present, there is no proposal to do that. It all depends upon the transport requirements of the area. When we find there is sufficient justification for extending the electrification, we shall not hesitate to do so.

He also referred to the doubling of the line from Jolarpet up to Shoranur. The work is already in progress between Jolarpet and Erode. Since we

are going to have certain line capacity up to Erode, we hope we will be able to cope with all the traffic that is offered at present.

Then, a number of hon. Members referred to the bifurcation of Southern and Central Railways. It is not a new demand. Here I would like to reiterate what was said by the hon. Railway Minister during the reply to the general budget discussion. The railway zones are created purely for operational needs of the railways. So long as we are able to cope satisfactorily with the traffic that is offered, we feel there is no need for creating any fresh zones. We have carried out an analysis of workload and we find that we are able to cope with the traffic fairly satisfactorily. So, for the present, there is no such proposal for bifurcation. But, as the hon. Railway Minister said during the budget discussion, if at any stage it is felt that the operational requirements of the railways are such that new zones should be created, we shall not hesitate to do so.

I am grateful to my hon. friend, Shri Yashpal Singh, for taking up the issue of S.S. Light Railways. There, again, the narrow gauge line is serving a useful purpose. There is a road also running almost parallel to this narrow gauge line. At present there is no proposal of converting it into broad gauge.

Certain hon. Members were critical of the fact that we had used the words "if it is justified, the railway line will be converted from metre gauge to broad gauge". In order to undertake any work a survey is the first thing that has to be undertaken and it is only after the survey is completed that we know what the expenses are going to be and what the likely earnings are going to be and it is in the light of those findings that a final decision is taken. A number of ministries are involved in this, in the development of Marmagoa Port. There

[Shri Shahnawaz Khan]

is the Ministry of Economic and Defence Co-ordination; then there is the Ministry of Transport. We are already in consultation with each other and as soon as the surveys are complete, certain decisions will be taken.

Then, my hon. friend, Shri Muthiah, talked about the Tinnevely-Cape Comorin survey. This is already included in the Budget and the work is already in progress.

My hon. friend, Shri Hazarika, was critical of the fact that the progress on the new broad gauge line which has been decided for extension into Assam is not fast enough. I can assure him that this work is progressing at the top priority; it is progressing as fast as the Railways can cope with.

Shri Basumatari (Goalpara): May I know when work is likely to start?

Shri Shahnawaz Khan: Work is already in progress.

Shri Hazarika also wanted that both sides of the track should be cleared and people should be settled on that so that it will provide security to the railway line. This matter has already been taken up with the Assam Government.

My hon. friend, Shri Sonavane, felt that it was the habit of the Railways to carry out surveys and then put them in cold storage. Surveys are carried out and where there is justification for constructing new lines, a decision is taken and new lines are constructed; but where there is no justification, that survey has to be put in the cold storage.

Shri Sonavane: What about the line from Latur to Miraj?

Shri Shahnawaz Khan: That does not find a place so far; later on, if there is any justification at a later stage we will see. But all round we

are going in for large-scale conversions.

Shri Priya Gupta said or rather warned us not to repeat the follies which had so far been committed on the Assam link. We are always prepared to benefit from his wisdom.

Shri Priya Gupta: You put a check on them; do not take it personally.

Mr. Deputy-Speaker: Have you finished?

Shri Shahnawaz Khan: Yes, Sir.

Mr. Deputy-Speaker: Are the cut motions being pressed?

Shri Prabhat Kar: No, Sir.

The cut motions were, by leave, withdrawn.

Mr. Deputy-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, 1964, in respect of the following demands entered in the second column thereof:

Demands Nos. 2 and 15.”

The motion was adopted.

13.36 hrs.

WAREHOUSING CORPORATIONS
(AMENDMENT) BILL

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): Mr. Deputy-Speaker, Sir, I beg to move:

“That the Bill to amend the Warehousing Corporations Act, 1962, be taken into consideration.”