

Shri Priya Gupta may continue his speech.

Shri Priya Gupta (Katihar): You said, "You may pleased continue on the next day."

Mr. Deputy-Speaker: I never said that. I said that you may continue your speech after the Home Minister's statement. Are you continuing your speech or not?

Shri Priya Gupta: I do not want to continue my speech as a protest, as you have insulted our leaders by not compelling the Home Minister to reply the question, and you have gone back from what you had allowed.

Shri Priya Gupta then left the House.

श्री शिव नारायण (बांस) : उपाध्यक्ष महोदय, मेरा पायंट आफ बाइर है। आपने श्री एम० एन० द्विवेदी को क्वेश्चन पूछने के लिए परमिट नहीं किया। इन अवस्था में मैं उन्हें जहाँ कुछ कहा, वह सब कुछ एकसपोज ही जाना चाहिए।

Mr. Deputy-Speaker: Shri Maniyangadan.

Shri Sheo Narain: May I know your ruling, Sir?

Mr. Deputy-Speaker: Whatever I said will not be recorded, that will not go into the record.

17.13 hrs.

DEMANDS FOR GRANTS (RAILWAYS, 1966-67, AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1966—contd.

Shri Maniyangadan (Kottayam): Mr. Deputy Speaker, Sir, I have been listening to the speech made by the Railway Minister. The Railway Minister in his Budget Speech referred to the policy adopted by the Railway Ministry in the construction of new lines. He said:

"New line construction in the Third Plan has been mainly to

meet the requirements of industrial, mineral and major port developments on a large scale or to secure the objectives of Defence."

I have no quarrel with the policy that was being adopted. Knowing very well the limitation of the resources, I have to request him not to confine himself absolutely to this. For the growth of industry in any part of the country, transport is an essential ingredient. In that respect if the construction of the new railway lines is confined to the existing industrial areas only, the other regions will remain as backward as they are. The industrially backward areas have also to be opened up by transport facilities like the railways.

Mr. Warior was referring to this matter and I fully agree with him. When the question of industries is thought of in the States like Kerala, the main objection is the lack of transport facilities. The policy now adopted in the Third Plan by the Railway Ministry is to open up new lines only in industrial areas. Of course, there are Defence requirements and other things and I have no objection to that. What I submit is that this point of view must be accepted by the Ministry and backward areas must be opened up by the Railways. I have in mind mainly the State of Kerala.

The total length of railway lines in our State has remained stationary for a number of years; it is 888 kilometres. No investment on construction of new line has been made in that State during the Second or Third Plan periods. The mileage per lakh of population is 3.4 or one-third of the all-India figure which is 9.5 miles per lakh of population.

Kerala is an industrially backward area and the reason is lack of transport facilities. The Minister, Dr. Ram Subhag Singh, very well knows the area and I hope he will take these factors into consideration, I am grateful to him: he recently

[Shri Maniyangadan]

called a meeting of all the M.Ps. from Kerala and all those points were raised before him. I believe he will implement those decisions.

In this connection, I may be permitted to refer to a certain passage from a Memorandum submitted by the Government of Kerala regarding the Fourth Five Year Plan. This is what the Memorandum says:

"The different sections of the State's railways system suffer from imbalance. In certain areas, the traffic is so heavy that construction of parallel lines to relieve pressure of traffic has become urgent. The need for creation of additional lines to meet the expanding passenger and goods traffic will be felt in the coming years especially in view of the rapid growth of industries envisaged. The area south of Ernakulam is served by the metre gauge system and the north by the broad gauge system. The main railway route, viz., Trivandrum-Kasargod line traverses mostly the coastal belt. Therefore, a large geographical area to the east of this line, rich in cash crops and other products, is left unserved by the railway system.

"The National Council of Applied Economic Research has estimated that about 2½ million tons of additional goods traffic will have to be borne by the State's railways by 1971. The load will go up still further with the commissioning of the oil refinery at Cochin.

"Out of an expected total goods traffic of about 9 million tons by 1971, the railways share will be about a third. The passenger traffic is also expected to increase considerably during the Fourth

Plan period. There is no broad gauge line south of Ernakulam. The break of gauge at Ernakulam is a great handicap hampering the movement of goods between Cochin and Trivandrum."

Taking all these factors into consideration, they have given a list of works to be undertaken. The first thing that I have to stress is the conversion of the metre gauge line between Ernakulam and Trivandrum into a broad gauge. In what I have read just now, the reason is given. If anybody wants to go from the northern end of the State to the Capital of the State, Trivandrum, they have to break their journey at Ernakulam; if the travel is performed by train, upto Ernakulam there is a broad gauge and then there is only this metre gauge. This is the difficulty that is experienced by all, be it passengers or officials. So many people want to go from one end of the State to the other, especially to the Capital and this is the difficulty that they have to experience. It is, therefore, absolutely essential that this work should be immediately taken up. In this connection I may also say that, when this line was constructed, it was constructed in such a way that conversion would be easier. The cost involved in this would also not be very much. I, therefore, submit that this work should be taken up immediately.

Regarding some new lines also, I have to submit that the State Government have given a list of new lines to be included in the Fourth Plan and I submit that that list with the priority given by the State Government be accepted.

One such line is a link line from Kottayam to Bodinakannur via Peermade and Kumili. This is a line which will contribute to the development of the port. The development of port also is one of the criteria adopted in opening new lines.

Cash crops like tea, rubber, coconut and other things are cultivated and produced in those areas. If this line is opened up it will be very easy and it will encourage the cultivators and it will provide easy transport; and more than that, Madurai and other towns will also be linked up with the Cochin port. So, I submit that this line should be taken up immediately.

Another suggestion is in regard to doubling of the existing railway line between Cochin and Coimbatore. Shri Warrior has already referred to it in detail and so I do not want to go into that matter. I do not also want to go into the details of the further new lines that are necessary, because the State Government have already submitted their list. I hope that these lines would be taken up with the topmost priority possible.

As regards the facilities for travel for people from Delhi to the southern most State, namely Kerala, there is the Southern Express now, and after long requests, a combined first and third class bogie is now attached from Delhi to Cochin and from Delhi to Mangalore. There are so many complaints that we have to put forward in that connection. We are thankful that this has been done. But my hon. friend Shri Warrior has already referred to the difficulties faced by the third class passengers there because there is no sleeper accommodation. Think of the difficulties that a third class passenger has to undergo when he has to spend three nights in the train without and sleeper accommodation, because he has to sit all through; the windows are not safe; there is no safety and there is convenience.

Perhaps in his anger Shri Warrior said that first class may be abolished. I, for one, would request that first class should not be abolished and I am sure that if the railways want it they can have the first class facilities and also third class facilities with

sleeper accommodation. Perhaps Shri Warrior was angry, seeing the difficulties of the third class passengers. But it is not only the pass-holders that travel by first class, but there are also others. So, first class accommodation must be there. If possible I would suggest that there should be a first class bogie and a third class bogie separately with sleeper accommodation. Anyhow, the third class facilities have to be increased and there is no doubt about it.

The Southern Express now reaches Madras at 10.20 hours, according to the new time-table, and the connecting train leaves at 15.35 hours. For more than five hours, it is delayed there. The Delhi-Cochin coach is shunted far away from the platform to a place where the passengers have to suffer from rain or the hot sun as the case may be. Moreover, there is no guard here; the passengers if they want their luggage to be saved will have to remain in the bogie itself for more than five hours. That is the present situation. If the timing of the train which leaves Madras could be advanced a bit from 15.35 hours to some convenient hour, then the interval could be lessened. Some guard also should be provided there so that the passengers could at least go out and remain outside the bogie.

Then, again, the train which reaches Cochin does so at 8.30 hours; the next train that goes south towards Trivandrum city is at 11.35 hours. There is a train now at 11.35 hours up to Kottayam. If that also could be made to start by 9.00 or 9.30 hours, then it will be very convenient for the passengers. I request that the hon. Minister may please look into this matter.

A greater difficulty is experienced while travelling this side. The train from Cochin reaches Madras at 11.45 hours, and the connecting train leave Madras only at 20.30 hours. For 9 hours, the passengers have to remain there at Madras. This may also kindly be looked into.

[Shri Maniyangadan]

I have now to refer to one or two minor matters. One is regarding the level crossing at Kottayam, near the Kottayam railway station. When you go there, you find that due to shunting or passage of passenger trains, almost for half the day it is closed. I have seen at times more than 50 buses waiting for clearance. Something must be done to remove this bottleneck. An overbridge may be built at that place; or it may be handed over to the State Government to do that. Something must be done to overcome this difficulty.

The other point is regarding the licentiate doctors in the railways. Recently Government have been pleased to raise the status of the doctors to Class II. But what happened to the licentiates who have been there for ten or more years and who were working on a par with the other degree holders in all respects? Certain licentiates have been in charge of medical units with MBBS doctors working under them. But now all the degree-holders have been upgraded to class II status whereas the licentiates remain where they were, with the result that licentiates who were senior are now juniors. This is a very sorry state of affairs. I request that at least those licentiates who are now serving may be upgraded to class II status.

Shri A. S. Alva (Mangalore):

Sir, I come from a state where the development of railways has been very meagre and has been neglected for a very long time. At the same time, I am thankful to the Ministry for the Hassan-Mangalore Railway and also for the remodelling of the Bangalore railway station. As a matter of fact, the Hassan-Mangalore railway had to come into existence on account of the development of the Mangalore port as a major one. Even now some of the foodgrains which we are getting from abroad are also unloaded at Mangalore so much

so that the necessity of connecting Mangalore with the hinterland of Mysore has become very urgent.

In this connection, I would urge that the work on that railway may be speeded up. As a matter of fact, the budget provision does not seem to be adequate. I hope that the work on this railway line will not be slowed down on account of the meagre allotment in the budget.

There is another thing. The railway line which connects Mangalore from the south is broad gauge. But the system of the line at Hassan is metre gauge. So the Ministry has decided to have a track for broad gauge. But actually the line will be laid for metre gauge. I submit that in the first instance itself, it will be advisable to have it broad gauged because there has been a great demand from the Mysore Government and also from the public that the line from Poona to Bangalore should be broad-gauged. As a first stage, it is already broad-gauged from Poona to Miraj. In the second lap, the line between Miraj and Hubli must be made broad gauge. Further, the line from Guntakal to Hospet which is metre gauge has now been made broad gauge also. The connection between Hospet to Hubli also may be broad gauged. Government should take steps at an early date to make a survey and complete this work.

We have been pressing for a long-time the construction of the Chamrajanagar-Satyamangalam line and the Kottur and Harihar line the latter of which is an important link that will convey the iron ore to the western ports. After coming to Harihar it will go either to Hassan or to Hubli and from there it will go to Karwar or Mangalore. So this small line connecting Kottur and Harihar may be surveyed at an early stage. I am sure the railway ministry will realise its importance which should not be missed. We are told that there is

a little re-thinking as regards the Bangalore railway station. It is a very important centre and the capital of a State. The ministry should stick to the original plan of putting up a modern railway station with up-to-date amenities.

Hon. friends mentioned about the through coaches running between Delhi and West coast, either Mangalore or Cochin. There is only first class and third class accommodation. People have to spend three nights. Besides retaining the first class, I urge that sleeper coaches should be provided in third class so that people may not become very much tired of the journey on account of sleepless nights.

The government's policy in respect of overbridges, is well-known. The railways are always prepared to have an overbridge or underbridge provided the concerned local authorities of municipalities provide the approach roads. Tiptur is a very important commercial place and a lot of copra and other goods are being transported from that station. The absence of an over bridge creates a lot of difficulty. Some of the important trains do not halt there! I suggest that they may be permitted to halt at the station. There are other local grievances, but I would not mention them here because there are zonal committees and DRUCC.

I have to make a submission about the reservation of retiring rooms. Often it is in a confused state. Even in big stations, we see the reservation boards and find rooms are empty. From the registers also we find that the rooms are empty. But when you actually go there and demand the rooms, the attendants will say that they are occupied and some sort of explanation is given that the occupants arrived late in the night and so they could not be entered into the register. Some such explanation is given.

After probing further, we realise that actually these rooms are not let

out, and after some time the attendants come and ask that we can occupy, saying that the persons who promised to come have not come. The rooms are so given especially if they are Members of Parliament. For others, they try to hide the facts, and after great difficulty, if at all, they say that "we asked somebody to come but he has not come; there is room for you." This should not happen. After all, it is not the convenience of MPs alone that should count. As a matter of fact, why we are not complaining of such matters is because the matter becomes too personal. Members of Parliament feel that in respect of inconvenience suffered by them, they should be reticent. But this is a matter which must be thoroughly examined by the Ministry to see that such malpractices do not happen.

Then, it may be pointed out that in important stations they charge about Rs. 5 per bed and in other stations it is about Rs. 3 per bed. It is really very cheap, considering the hotel rents which are twice or thrice as much. Sometimes, people who are not bona fide travellers are also accommodated in such rooms. The people incharge would just wait for an opportunity to say that the rooms are filled up, and then, for the local people who are waiting for it, accommodation is given in these rooms. This should be thoroughly checked and some register or book should be kept and it should be open to inspection by any body. This matter should be looked into and the Ministry must make efforts particularly to see that malpractices do not happen in this respect.

There is another matter also which I would like to mention and that is about ticketless travel. Some times we are told that on some short distances in some railways, actually nobody purchases any ticket. Recently, I had been to Rameswaram. From Rameswaram to Mandapam, it is only a short distance; you just cross

[Shri A. S. Alva]

the Palk Strait. There is a train which leaves Rameswaram early in the morning, about 5.30 A.M., I believe. We travelled by that train and we came to Mandapam; it takes about an hour. The guard or some body take the checking Inspector comes there. There is no first-class in that train; it is all third-class, and we were about 15 to 20 people in one compartment, all travelling third class. That railway official came there and checked the tickets of one or two of us who are MPs and strangers; he did not check the tickets of anybody else. I was given to understand that all the other people were actually travelling daily without tickets, and the checking Inspector knows them and they do not purchase tickets. In lieu of these tickets, we heard that money is paid either at the starting station or at the place where the passengers detain. This malpractice must be thoroughly checked. I was told that on this short route nobody purchases any tickets. I request that there should be a special check in respect of this matter.

As far as catering is concerned, I also join issue with Shri Warior. The servers or the bearers are penalised mostly, and the supervisor or the supervising staff goes scot-free. Always you will find that the catering department runs at a loss. Instances have been given when the catering department was privately managed they were making lots of money. Even now, I know of several caterers in the Southern Railway especially, because I am also a member of a

DRUCC. In that particular division, there are private contractors who give a very good fare and also make plenty of money. I do not see any reason why government should be suffering a loss in running these catering establishments. Of late there is some little improvement, but formerly I have found that no receipts were being issued. After the passengers have finished their food, some amount is mentioned and the amount is collected. Very often receipts are not given on some pretext or other. I am told that after the amounts are collected, some receipts are made for a lessee amount and that is how this deficit occurs.

श्री रामसेवक यादव (बाराबंकी)

उपाध्यक्ष महोदय, भ्रगर कोरम का प्रश्न न उठाया जाये तो इसके यह मतलब नहीं है कि इस तरह से कार्रवाई चलती रहे ।

एक माननीय सदस्य : आप किस तरह से आये ।

श्री रामसेवक यादव : जिस तरह से हमेशा आता हूँ वैसे ही आया हूँ । लेकिन इस तरह से हाउस का चलना बहुत ही डिसग्रेस-फुल है ।

Mr. Deputy-Speaker: The bell is being rung.

The bell has stopped ringing and there is no quorum.

The House stands adjourned till 11 A.M. tomorrow.

17.44 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 22, 1966|Chaitra 1, 1888 (Saka).