

Thomas, Shri A. M.
Tiwary, Pandit D. N.
Tripathi, Shri H. V.
Tripathi, Shri V. D.
Tyagi, Shri

Uikey, Shri
Upadhayaya, Shri Sihva Das
Vaishnav, Shri H. G.
Vaishya, Shri M. B.
Varma, Shri B. B.

Varma, Shri M. L.
Venkataraman, Shri
Wilson, Shri J. N.
Wodeyar, Shri
Zaidi, Col.

The motion was negatived.

Mr. Speaker: So far as amendment No. 13 is concerned it is covered by amendment No. 2.

Shri V. G. Deshpande: Some difference is there.

Mr. Speaker: Amendments Nos. 14 and 16 are being withdrawn.

The amendments were, by leave, withdrawn.

I shall now put the original motion to the vote of the House. The question is:

"That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both the Houses of Parliament assembled together on the 18th March, 1957."

The motion was adopted.

DEMANDS FOR SUPPLEMENTARY GRANTS* (RAILWAYS), 1956-57

Mr. Speaker: The House will now take up Demands for Supplementary Grants with respect to Railways. One hour has been allotted by the Business Advisory Committee. May I just have an idea as to how many Members want to take part in the debate? I find only four Members and then the Minister. I will allow ten minutes for each hon. Member.

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Payments to Worked Lines and others'."

DEMAND No. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES.

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 63,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,95,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Appropriation to Development Fund'."

Shri Nambiar (Mayuram): Mr. Speaker, Sir, I am not going to deal with the main problems concerning the Railways and its working, because I hope that I will get an opportunity to **spea**k on them when the Budget comes up for discussion tomorrow or the day after. Today I am confining my remarks only to the Supplementary Demands asked for.

*Moved with the recommendation of the President.

[Shri Nambiar]

I want to make a particular mention of Demand No. 9 on page 5 which is for paying compensation to those who met with accidents etc. In this connection I want to bring to the notice of the House what happened in the recent Ariyalur disaster. An enquiry was ordered into that disaster and Hon'ble Justice H. K. Bose of Calcutta High Court was entrusted with that job. He enquired into the reasons for the accident and the persons responsible for that. The scope of the enquiry was confined only to the reasons and the persons responsible for the accident and not to the loss of life and material belonging to the Railways. Therefore, the people could not get the information with regard to loss of life and property out of the enquiry into the disaster. Justice Bose said that the scope of the enquiry did not permit discussion of those matters. We had, therefore, to rely on what the Government told us. They said that the death-roll was only 154 and about 70 bodies could not be identified. The question of compensation of those families could not, therefore, be raised. Because the identification was not possible, they said that it was not possible to fix the compensation and the party to whom it was to be paid.

We, Sir, representing the people raised the question that the real loss should be found out. The Government gave the figure as 154 and that relates only to the bodies they could pick up, whereas due to heavy current many bodies were washed off and the Government could not get all the bodies. I understand that several bodies were found in the Anakkett about 30 to 40 miles away from the scene of the accident. We have also got reliable information that many bodies could not be unearthed. The authorities were not able to take out all the coaches. That matter also came up before this House. I was not present in the House then as I was on the spot of the enquiry. There was a sort of controversy going on between the Deputy Minister on the other side and Members on this side who said that there were still bodies lying

under the debris. A whole carriage which contained women and children was set on fire by pouring petrol. The public at large know about it. When I heard that bodies were burnt along with the carriage I tried to go to that spot. I was prevented from going to the spot by the officers of the Railways. I can give you, Sir, specific details. It was on the 27th, about five days after the accident. I wanted to get first-hand information about the reported burning of bodies along with the carriage. Along with men belonging to the Press I went to Dalmiapuram, about ten miles away from the place of the accident, in a car. Beyond that it was not possible to go. Then I boarded a special train, a motor coach. As soon as the authorities heard that I was in that coach, the Divisional Superintendent on the spot asked the Station Master, Dalmiapuram to cancel that train and the train was cancelled. Then I had to go in a borrowed jeep for about five miles and then walk the rest of the distance in the rains. Men belonging to the Press were also with me and all these appeared in the papers. When I reached the spot on the 27th evening I saw that bull-dozers were being used to pave the way for closing the breach and re-laying the line. I understood from reliable sources that some more bodies were beneath the new line that they were laying and virtually, Sir, the trains are now running over the skulls of the dead persons. The total death can never be 154.

We raised this matter before the Enquiry Commission. As I have already said, the Enquiry Commission refused to take up this matter as this particular affair was not within the scope of enquiry. Therefore, I submit that the enquiry conducted was not full. The dead bodies were not identified. The total loss of life and property was not assessed. The Railway officers on the spot actually tried to prevent the public from knowing what was happening. The total loss of life and property due to the Ariyalur accident is not yet known to

the public. That was, I should say, suppressed. This point was also raised in the Press. The people who know about it, especially the people of Tiruchirappalli, still have a feeling that the Railway authorities with the help of the Government suppressed the real facts.

In this background I do not know how we can give proper compensation to the families of the persons who were involved in this accident. I would, therefore, request the hon. Minister now in charge of the Railways kindly to enquire into this matter. I have all respect for him because he was not the person then in charge of the Railways. The Ministers then in charge of the Railways are fortunately not there now, the chief and also the deputy. We are thankful to the people and also to the Minister who relinquished his post. I have full confidence that the new Minister will certainly look into the matter. The Ariyalur accident is a thing which the people in the south can never forget—not only the people in the south but the people in the whole of India. Therefore, let us do justice to the demised and their families. Let us honour them by giving at least the meagre compensation to which they are entitled.

With regard to the speedy process of giving the compensation, I can only appeal to the judge who is in charge of that work, and I hope that the Government will not stand in the way, on technical grounds, of expediting the work. I hope they will render justice to the person who are connected with the people who died in the accident.

I appeal to the authorities to find out the real truth behind the accident. The Enquiry Commission has given its report. The railway and the Government, I told, have accepted the report. But I do not know to what extent they are going to implement the recommendations of the Enquiry Commission. I know the Enquiry Commission strongly criticised the behaviour of the railway engineers. They said that the engineers did not

do their job properly. So, the engineers were also responsible. The railway tried to put the blame on God, but the judge did not accept it. The Commission said that of course there was heavy and sudden rain and it might have led to the collapse of the abutment near the bridge but that alone was not responsible. The engineers who were responsible for the maintenance did not do well. They neglected their duty. The regional engineer, the district engineer and the assistant engineer and the P.W. Inspector—all failed in their duties and the judge made very strong remarks about it. I hope the hon. Minister will go through the report carefully and I would say that the railway administration should not hesitate to deal with those engineers and officials. If they are to be punished, they are to be punished. If they have to lose their jobs they must lose, and if prosecution has to be launched against certain of them, we should not hesitate to launch the prosecutions. Under section 101 of the Railways Act, any negligence on the part of a railway servant, commission or omission, whatever it be, which endangers the safety of the travelling public, is an offence and the persons responsible have to be prosecuted. That is the law. If a small fry, a small Class IV employee, fails in his duties, immediate prosecution is launched and arrests are made on the spot and the people are suspended. But I do not know whether, even after the strong remarks made by the Commission, the Government will take suitable action. The divisional engineer is still there; he was responsible for the negligence of that particular bridge; he is still serving there. His assistant is there; the permanent way inspector is there. All are there. No punishment has been given. No prosecution has been launched nor thought of. I do not know why. Is it a partiality shown to those officers? If it is so, many more Ariyalur accidents would happen. Many more deaths will happen. The responsibility will lie on the shoulders of the Railway Ministry and the Railway Ministry alone.

[Shri Nambiar]

Let us not repeat the things that happened previously. Let us not create a situation which resulted in Shri Lal Bahadur Shastri quitting office. Let us see how the safety of the travelling public is to be safeguarded. I appeal to the hon. Minister, with all humility and with all respect, that he should go through the report and deal with the officials concerned suitably.

Shri Ramachandra Reddi (Nellore): I have got very few observations to make, especially in regard to the supplementary demand No. 2. Time and again, it has been mentioned on the floor of this House that a survey will be made of a few new lines in Andhra Pradesh and about the doubling up or converting metre gauge into broad gauge.

I particularly mention the proposal to have the Bezwada-Masulipatam line converted from metre-gauge to broad gauge or mixed gauge. A new line has also been urged upon in this House, the line between Kazipet-Nagarjunasagar-Macherla and Nellore. These two lines have been very much pressed on the House and on the hon. Minister of Railways, and I think assurances have been given on the floor of this House that a survey will be undertaken in regard to these two lines. But what happened to them **has not been intimated thus far. I do not find these lines in the list of lines that have been mentioned in this demand under the Southern Railway.** I should like to ask the hon. Minister whether any attempt has been made to take up these two lines and to survey these lines and to what extent the survey has been completed and what amount of money is going to be spent upon the survey operations alone.

The third point I would like to mention is about the extension of the broad gauge from Renigunta to Tirupathi. On an earlier occasion, it was mentioned on the floor of this House how necessary and important is the

conversion of the metre gauge into broad gauge in that small strip of five to six miles between Renigunta and Tirupathi. Tirupathi's importance need not be emphasised here, because every Member of the House knows about it. If that bit of four to five miles or six miles between Renigunta and Tirupathi is converted into broad gauge, there will be a sort of through communication between the broad gauge on the north-east line up to Renigunta, Madras, Bombay. Probably the distance can be covered much more quickly than it is being done today.

With these observations, I would only urge upon the hon. Minister to tell this House to what extent these questions have been examined and to what extent they have been pursued and what amount of money is likely to be spent during the year for these purposes.

Shri B. S. Murthy (Eluru): Mr. Speaker, I want to make only one observation regarding Kottapalli and Kakinada line which was removed during the days of the war. Several appeals had been sent to the Railway Ministry and several times even deputations waited on the Minister of Railways and the Deputy Minister of Railways, but so far the demand of the public has not been attended to in this regard. Kakinada is the headquarters of the district and also it is a cultural centre of Andhra. Moreover the port there is of very real importance since it deals with other ports of the world. Therefore, there is a lot of traffic around it at also on the route from Kottapalli to Kakinada. Every 20 minutes, a bus runs on this route with 50 to 60 people in each bus. There is a lot of traffic both from Kakinada as well as Kottapalli. I do not know why this question has not been taken up. I hope the hon. Minister will give his earnest consideration to this question and see that the Kakinada-Kottapalli line is restored soon.

The hon. Minister has toured the East Godavari district and he knows

this particular route. The line from Kakinada to Ramachandrapur and from Ramachandrapur to Kottapalli was very prosperous when it was in existence. I am sure the Minister will recall to his mind his experiences of this line when he toured that district sometime back.

Again, the running of the train from Nidadavolu to Narsapur is, to speak the least, not at all satisfactory. For 41 miles it takes nearly five hours, and very often the train runs very late, and sometimes we miss the train either this side or that side for the connecting trains. Therefore, people are put to a lot of difficulties through waiting either at the stations or elsewhere. On this point, I have already sent a memorandum long ago, but nothing has been done so far.

As a matter of fact, I voice the feelings now expressed in this House by Shri Ramachandra Reddi, namely, Andhra is most neglected as far as railway communications are concerned. Only one line has been given from Nellore, I hope.

Mr. Speaker: No new line has been given.

Shri B. S. Murthy: I mean only for surveying, and that too at the dead-end near Cuddapah district. Therefore, I think Andhra needs a better treatment from the Railway Minister. In several places there is a large demand for railway communications. Now that Telangana has been opened for industrialisation, I think Telangana must get a special preference, as far as railway communications are concerned. Therefore, I want the Railway Minister to see that the now existing neglect and indifference of the Railway Ministry towards Andhra railway communications are removed and a real, sympathetic interest shown, so that the railway communications in Andhra may be doubled during the second Five Year Plan and both the industrial and agricultural operations in Andhra may be facilitated as far as possible.

Shri D. C. Sharma (Hoshiarpur): The hon. Member who preceded me

was very sweeping in his condemnation of the railways, beginning from the ex-Railway Minister and coming down to the engineers....

Shri B. S. Murthy: On a point of refutation, Sir. I never said anything about the Railway Minister.

Shri Kamath (Hoshangabad): He is referring to his pre-predecessor.

Shri D. C. Sharma:whom he held responsible for the accident. I must say in all fairness to the Railway Minister who resigned that his decision to resign his job was a moral decision and that it did not reflect in any way on his integrity or efficiency or administration. I would also submit that the Chairman of the Railway Board, Mr. Pande, laid down his office because his term of office came to a natural end; he did not do so because of any external condition. I believe he also did his work very ably and very efficiently. It is but in the fitness of things that we should honour those officials and ministers who do their work very well, but if in their tenure of office certain things go wrong; they are not to blame for those things. I do not know about the engineer, but I think it is a very sweeping condemnation to say that an engineer could be responsible for such a callous thing. I hope my hon. friend will wait for the report and study it.

Shri Nambiar: I have studied the report; I now request the hon. Member who is speaking to study it.

Shri D. C. Sharma: After that, he should indulge in such sweeping condemnation.

It has been said that there are certain parts of India which are not being treated fairly and equitably by the Railway Ministry. I do not want to indulge in any regional differences, but I want to submit that when I look at the Supplementary Demands, I feel that the Northern Railway has not been given as good a deal as it should have been. For instance, I have been asking the Railway Ministry on the floor of this House to do something for a line from Una to Nangal and I have had

[Shri D. C. Sharma]

many promises that it would be done. But I find that no mention has been made of any kind of survey being made for this line, the length of which is about 8 to 9 miles only. At the same time, I find that there is great necessity for the doubling of certain lines in the Northern Railway more than anywhere else. But I find that all these benefits are reserved for other regions. So, I would submit to the Railway Minister that so far as the extension of lines and extension of marshalling yards are concerned, these benefits should be spread over the different regions of India, after taking into account the traffic density in those places and the requirements of those regions. I hope that some formula would be evolved by means of which these different railways may get what I may call additional revenues from our Central Government.

I am amazed to find that there are still some branch lines existing in this country and that the owners of those branch lines are being paid. My feeling has been that the Indian Railways are one indivisible unit owned by our Central Government; but, I find that some payments are going to be made to the owners of some branch lines. I would only submit to the hon. Railway Minister that this kind of thing should be put an end to as early as possible. Of course, I know they might have entered into some agreements with the owners; but, I believe that the railway jagirdaris or zamindaris should be abolished, as we have abolished other jagirdaris and zamindaris.

So far as the Demand for special contribution to provident funds, gratuities etc., is concerned, I think this is a very good Demand and I hope the benefits from this Demand will be spread over the different branches of the railway administration very equitably. I hope that this Demand will either give additional advantages or at least grant all the advantages that have already been conceded. I feel that this kind of

Demand should meet with the approval of this House much more readily than any other Demand, because this Demand has the human factor behind it and it is for the good of those persons who are responsible for running the railways so ably and well.

I would like to ask the hon. Minister as to how the development fund is being administered these days, what portion of it is being allotted for different purposes for which the railways stand and why it was that this development fund had not been taken note of when the appropriations were made at the time of the Budget. I believe that all the Supplementary Demands for Grants here represent something progressive—new lines, new marshalling yards etc. They also represent something human, like special contribution to provident fund, and also some developmental works. I would also ask the Railway Minister to see that each one of the persons who suffered in the railway accident is given not only a fair deal, but a generous deal. After all, the railway accident was a great disaster and I think the only way in which the wounds inflicted by that disaster can be salvaged is this, namely, that the victims of that disaster and their survivors should be treated most generously by the railway administration.

Shri M. D. Joshi (Ratnagiri South): Mr. Speaker, something was said by my friend there about the neglected parts in this country. He mentioned Andhra. I have been mentioning my own part as a most neglected part, namely the Konkan tract, consisting of the two districts of Colaba and Ratnagiri. Colaba and Ratnagiri have no railway practically along the coast. From Bombay to Mangalore, the whole coast is without a good railway line and without a good road. Our main need is a railway along the coast line. I think the illustrious predecessor of the present Railway Minister had sufficiently realised this because he visited that area. I hope the hon. Minis-

ter Shri Jagjivan Ram also realises it. He had promised us that he would visit our districts, of course, in another connection. He wanted to see the condition of communications. Communication and transport are our sore needs. I have been voicing the feelings of my constituents for the last five years and I do not think I shall do justice to my office before relinquishing it if I go away without saying the last word that my part of the country needs a railway very urgently.

On page 7 of the Demands for Grants, I find in respect of the Diva-Dasgaon Engineering Survey, the anticipated cost was Rs. 197,000. The Revised Estimate for 1956-57 provided a sum of Rs. 9,000. The Budget Estimate for 1957-58 is only Rs. 2,000. I do not understand the meaning of this. Either the survey is complete or it is not. If it is not complete, the provision should have been more. I want to know the exact position about the Diva-Dasgaon railway. There is a good deal of agitation and a good deal of misgiving about this railway. Comments have appeared in the newspapers that this line has been given up as an unworkable project. I do not think that it is so. In fact, I remember the able predecessor of the hon. Railway Minister gave us the promise that this railway would be taken in hand. However, I would request the hon. Minister to make the position clear.

Then, I find on page 9, under the sub-head Dasgaon-Ratnagiri-Mangalore Aerial Survey, a provision of Rs. 200,000 was made in the Revised Estimate for 1956-57. In the Budget Estimate of 1957-58, no provision is made. That also I do not quite understand. I heard—of course I am not quite sure whether what I heard was correct—that the aerial survey was complete and that the question when the Bombay-Mangalore railway is to be taken remains to be decided. I wish to urge with all the force at my command before our hon. Railway Minister that this is a matter which cannot be further delayed without

incurring the resentment of the people who are very impatient about it. Particularly my part of the country which is deficient in industry and transport, very sorely needs the railway. I understand that the Diva-Dasgaon line will be taken in hand in the course of the Second Plan. If an extension is made and the railway touches my district, the people will be supremely happy.

On this occasion, I wish to express on behalf of my constituency our deep appreciation of the work done by the predecessor of the hon. Railway Minister, Shri Lal Bahadur Shastri and his kindness in coming down to our district and seeing the conditions there. I wish to make the same request to the present Railway Minister that he may kindly visit my part of the country and see the conditions there. Then he will be convinced, I am sure, of the necessity of extending the railway and building up the Bombay-Mangalore railway through Ratnagiri district.

पंडित ठाकुर दास भार्गव (गुडगाव) :

जनाब, स्पीकर साहब, आज जब कि आनरेबिल मिनिस्टर के सामने रेलवे के मुताल्लिक बहुत सी तजावीज पेश हो रही हैं तो मुझे एक पुराना वाक्या याद आता है। जब मैं सन् १९२७ से १९३० तक सेंट्रल असेम्बली का मम्बर था तो मेरे इलाके के लिए एक सर्वे मंजूर हुई थी और उसके ऊपर तीन लाख रुपया भी खर्च हुआ था। यह सर्वे भिवानी से रोहतक तक रेलवे लाइन बनाने के लिये की गई थी। लेकिन न मालूम कि इतने अर्से के बाद अब उस सर्वे का क्या बना। इसलिये मैं आपको याद दिलाना चाहता हूँ कि कम से कम उसके कागजात को निकलवाकर देखा जाये कि वह स्कीम मैरिट्स पर कहां तक जस्टीफायेबिल है।

दूसरी बात मैं यह याद दिलाना चाहता हूँ कि दो तीन बरस हुए मैंने गुडगाव के इलाके के लिए अर्ज किया था कि गुडगाव से लेकर जो कि यहां से १६ मील है, अलग तक कोई

[संक्षिप्त ठाकुर दस भागंव

रेलवे लाइन नहीं है। धीरे धीरे जोरपुर और झारखण्ड के स्टेशनार्ड में जो इसी इलाके में पड़ते हैं कोई रेलवे लाइन नहीं है। उस वक्त यह फरमाया गया था कि सैकिड फाईव ईयर प्लान में हम इस तजवीज को देखेंगे। इस बारे में मेरे पास रेलवे मिनिसटर साहब की दस्तखती चिट्ठी मौजूद है। उस वक्त हाउस में यह सिस्टम जारी किया गया था कि जिसको अपने इलाके की कोई बात कहनी हो वह मिनिसटर साहब को लिखकर भेज दे। चुनांचे मैंने जो श्रीजा भेंजा था उसका जबाब मेरे पास पहुंचा था कि हम सैकिड फाईव ईयर प्लान में गुड़गांव की दिक्कत को देखेंगे। लेकिन उस तहरीर के बाद उसमें क्या प्रोग्राम हुई मुझे मालूम नहीं। मैं चाहता हूँ कि उसकी तरफ तवज्जह की जाये। सिर्फ यही मामला नहीं है। अगर सिर्फ यही बात होती तो मैं शायद इसके बारे में इस मीके पर जिक्र न भी करता। लेकिन अब जिस इलाके में भाखरा डाम का पानी पहुंच रहा है यानी इलाका जिला हिसार, उसके सिलसिले में यहां बतलाया गया था कि वहां पर मंडियां और रेलें बनेंगी। मंडियां तो वहां बननी शुरू हो गयी हैं। पर अभी तक रेलवे का सर्वे जारी नहीं हुआ है। इस इलाके में कोई सफर का इन्तिजाम नहीं है। भाखरा डाम बनने से इस इलाके की शक्ल बहुत तबदील हो गयी है। धीरे धीरे वक्त घा गया है कि वहां पर रेलवे लाइन के लिए सर्वे जल्द किया जाये। धीरे इस इलाके में रेलवे होने से सिर्फ वहां वालों का ही फायदा नहीं होगा बल्कि सारे मुल्क का फायदा होगा। हमको बतलाया गया है कि भाखरा डाम बनने से इस इलाके में गल्ले की बहुत पैदावार होगी और बहुत रई होगी। अगर यहां पर रेलवे नहीं होगी तो इन चीजों का सारे हिन्दुस्तान को कैसे फायदा पहुंच सकेगा।

14 hrs

विशेष रूप से १४ सिर्फ इन्फ्रास्ट्रक्चर का विकास ही नहीं है बल्कि उसका

मतलब यह भी है कि बैकवर्ड इलाकों को वे सारी एमिनिटीज रेलवे की मिलनी चाहिए जो कि बाकी के फारचुनेट इलाकों को मिल रही हैं।

इन बातों के बारे में मैं पहले भी अर्ज कर चुका हूँ। लेकिन अगर आप चाहें कि मैं पंजाब गवर्नमेंट की सेंशन आपको लादूँ कि हरियाना के इलाके की तरफ तवज्जह दी जाए, तो यह मेरे लिए मुमकिन नहीं है इसी तरह जिस तरह कि मेरे लिए बेल का दूध लाना मुमकिन नहीं है। मैं अदब से अर्ज करता हूँ कि अगर आप इन चीजों को जस्टीफायेबल समझते हैं तो इनकी तरफ तवज्जह फरमावें। मैंने आप के सामने ये तीन चार तजवीजें रखी हैं। इनकी तरफ तवज्जह दी जाये। मैं यहां पर ब्राड गेज का जिक्र नहीं करना चाहता। अगर इस इलाके में ब्राडगेज होती तो यहां की शक्ल ही दूसरी होती। हम पसमान्दा लोग ऐसे बदकिस्मत हैं कि हमारी तरफ नज़रे-इनायत नहीं की जाती है। मैं तो यह कहूंगा कि ब्राड गेज की स्कीम को आप चाहे पीछे डाल दें, लेकिन इन दो तीन बातों की तरफ, जो कि बहुत जरूरी हैं और जिन के बारे में बहुत देर से डिमांड की जा रही है, फौरन ध्यान दिया जाय और इस बैकवर्ड इलाके की इन जरूरियात को पूरा किया जाय। कम से कम सेंट्रल गवर्नमेंट से तो यह शिकायत न हो कि चूँकि एक बैकवर्ड इलाका है, इसीलिए इस की तरफ तवज्जह नहीं दी जाती है। दुनिया को तो आप डबल लाइन और न जाने क्या कुछ देने जा रहे हैं। इस इलाके में तो पचासों मील तक रेलवे लाइन का नामो-निशान नहीं है। मुझे उम्मीद है कि अब इस बैकवर्ड इलाके की तरफ कुछ नज़रे-इनायत की जायगी।

The Minister of Railways and Transport (Shri Jagjivan Ram): Sir, Ariyalur is a sad chapter in the history of the Railways, but the picture the hon.

Member has depicted is overdrawn. My predecessor Shri Lal Bahadur Shastri set a very good and healthy democratic example and he resigned on account of that accident. Personally, I do not feel that he himself was responsible in any way or even in the remotest way for that accident, for which not only the South, but the whole of the country is sorry. Loss of life of any individual is one for which each one feels, and feels sadly.

I would not have said much on that point, but it has become a fashion with some of the Members to exaggerate things. Suppression of the facts about the Ariyalur accident is not to the interest of any person. The Ariyalur Railway Accident Enquiry Committee has held an enquiry into that accident. The report has been received. It is under the examination of the Government and I may assure the hon. Member and the House that whoever is found in any way negligent of the duties cast upon him will be properly dealt with. I may assure him once more that I will be the last person to spare any of the officers who were found in any way guilty of the slightest negligence of their duties and appropriate action will be taken in the matter, but we should not presume things. We proceed on the basis that even a person against whom allegations are made is innocent until his guilt is proved. On the railways, we have got a very fine band of workers and officers and Engineers. There are human factors when in spite of all endeavours and best of efforts, one cannot prevent certain things from happening. But one has to judge whether the person concerned has honestly and sincerely carried out what is expected from him or not. Therefore, I say that the report of the Enquiry Commission has been received. It is under the consideration of the Government and appropriate action will be taken on the findings and the recommendations of the Enquiry Commission.

During the last session of Parliament also Shri H. V. Kamath quoted or read out a leaflet which was pub-

lished by some Member of some District Board in the South.....

Shri Kamath: Shri Govindan.

Shri Jagjivan Ram: Yes. Shri Govindan, but the allegations made in that leaflet were found to be baseless.....

Shri Kamath: May I submit, Sir..

Shri Jagjivan Ram: I have not finished.

Shri Kamath: All right, carry on.

Shri Jagjivan Ram: The hon. Member will have a little patience. Perhaps I will have answered the point which he had raised.....

Shri Kamath: I have plenty of it.

Shri Jagjivan Ram: I may assure him and the House again that I am further looking into that leaflet and I shall take appropriate action in the matter.

Shri Kamath: That is very good.

Shri Jagjivan Ram: I again repeat that these allegations about the burning of dead bodies and burying them under the bull dozers passes all comprehension; they cannot be correct. That is what he has said in the leaflet. I think I must leave the matter at that. I am getting that matter examined and shall take suitable action in the matter.

About compensation, when a human life is lost it is very difficult to compensate for it. No amount of money can be an adequate compensation for the loss of life.....

Shri Kamath: Can you not make any gesture?

Shri Jagjivan Ram: I am not thinking of gesture. I was going to say that the settlements of these compensations are not in the hands of the Railways. It is in the fitness of things that the question of settlement of these compensations either for lives or property are decided by the Claim Commissioners, and whatever claims or whatever amount they award, we pay.

[Shri Jagjivan Ram]

14:21 hrs.

I may assure Shri Nambiar that I will issue instructions that objections on technical grounds should not be raised on behalf of the Railways. I will further examine whether I can do something in addition to what is awarded by the Claim Commissioners. Again I will repeat that no amount of compensation is a compensation for the loss of life.

Shri Kamath: We agree.

Shri Jagjivan Ram: Then other hon. Members have ventilated the grievances of the so-called backward areas. There is no denying it. If Shri Joshi will be happy to be backward, I have no hesitation in classifying him as such. There are many areas in our country where there is a necessity for opening of railway lines and providing the people and the areas with the facilities which the Railways can provide. But the House is aware that we have provided in the Second Five Year Plan a very limited amount in comparison with the requirements of the country and the Plan provides only for 834 miles of new railway lines. The House should not forget that we should have to give the first priority to the places and areas from where we have to move the basic materials like coal, iron and steel, and only after that we will consider the areas where the traffic density is very high, and then comes the place of the new areas where no doubt the necessity is as urgent as anywhere else, but today, as I said while presenting the Budget, apart from the limitations of funds, we are faced with acute shortage of materials, of iron and steel, cement and things like that. That also works as a great handicap in the opening of new lines. But I may assure the hon. Members who have placed the claims of different areas or of different lines for rehabilitation, restoration, expansion and doubling, that all of them will be very sympathetically considered by the Railway Board.

[MR. DEPUTY-SPEAKER in the Chair]

Every effort, and sincere effort, will be made to expand the railway facilities as far as possible and as quickly as we can, of course commensurate with the funds at our disposal.

Shri Sharma had perhaps a very limited picture of the railways when he advanced the argument that the allotment of funds should be to some extent on a regional basis, or that the expansion of marshalling yards should be done on that basis. He forgets perhaps that railways cannot function unless they function as an integral whole, because a bottleneck at one place may affect all the facilities at the other places. When we consider doubling the lines or expanding the marshalling yards, we have to take the railways as a whole, though there are so many zonal railways, then make allotment of the funds to places where we find the utilisation of the money will be in the best interests of the country as a whole.

There are a number of private branch lines still in the country and we have decided not to take them over for the present, because we do not want to spend our resources on these old railways. We want to utilise that money for the opening up of new areas. Many of these branch lines are narrow gauge and are serving a useful purpose in those localities, but as soon as we take them over after paying compensation, they will require rehabilitation because the Indian Railways will have to run them according to their own standards, and therefore immediately the question of rehabilitation, replacement and things like that will arise. Therefore, at present we have decided not to take over those railways. I may inform Shri Sharma that most of these railways are anxious to hand over the railways to the Government, but we are not taking them because we want to utilise the money at our disposal with discretion, and I think the national interests will be served by opening up new lines than by taking over those old dilapidated lines.

I have not much more to say. I shall again assure hon. Members that the claims and cases of all the areas which were put forward here and even those areas whose cases have not been placed before the House will be considered, but the progress will depend upon the availability of funds and materials.

Mr. Deputy-Speaker: The question is:

"That the respective 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, 1957, in respect of the following Demands entered in the second column thereof:

Demand Nos. 2, 3, 9 and 20."

The motion was adopted.

[The motions for Demands for supplementary Grants (Railways) which were adopted by the Lok Sabha are reproduced below.—Ed.]

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a supplementary sum not exceeding Rs. 10,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a supplementary sum not exceeding Rs. 63,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Ordinary Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

"That a supplementary sum not exceeding Rs. 3,95,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1957, in respect of 'Appropriation to Development Fund'."

DEMANDS FOR SUPPLEMENTARY GRANTS,* 1956-57

Mr. Deputy-Speaker: Now we take up the Supplementary Demands for Grants for 1956-57 and Demands for Excess Grants for 1952-53. The time available for both these items is three hours. May I know how we should apportion the time between these two items—2 hours and 1 hour or 2½ hours and ½ hour? Any suggestions that any hon. Members might like to make?

Shri Nambiar (Mayuram): Most of the Members are at their lunch tables.

Mr. Deputy-Speaker: Yes, let us proceed and then see.

The Minister of Railways and Transport (Shri Jagjivan Ram): It should not take three hours.

Mr. Deputy-Speaker: All right. If we finish earlier, that is good. First we take up the Supplementary Demands. May I know the hon. Members who would like to participate in this?

Shri Kamath (Hoshangabad): May be in one or another, not in all.

Mr. Deputy-Speaker: Yes, in either.

Shri Kamath and Shri Nambiar: rose.

*Moved with the recommendation of the President.