

the urban areas but to certain parts in major cities where all the voters happen to be highly educated people, conscious of their liberties as well as their rights and privileges. Therefore, I request the Minister of Law to see that all necessary precautions are provided so as to see that no abuse is made of the new legislation.

**Shri Tangamani (Madurai):** rose—

**Mr. Speaker:** Enough has been said about it.

**Shri Tangamani:** There was an experiment in Madras State. I think, we should—

**Mr. Speaker:** It is 5.30 p.m. now. There is a half-an-hour discussion.

**An Hon. Member:** We have saved some time.

**Mr. Speaker:** He may continue tomorrow.

**Some Hon. Members:** Yes.

**Shri Harish Chandra Mathur (Pali):** Will you kindly permit me to move my amendment?

**Mr. Speaker:** The hon Member was not here when I called him.

**Shri Harish Chandra Mathur:** I apologise to you and to the House for my absence.

**Mr. Speaker:** I am not prepared to accept it. Hon. Members must be in their seats when I call them.

**Shri Ranga:** Tomorrow you can take it up.

#### SUSPENSION OF TRAIN SERVICES —CHUPRA—VARANASI LINE

**Mr. Speaker:** The House will now take up the half-an-hour discussion.

**Shri Radhamohan Singh (Ballia):** **Mr. Speaker,** I want to raise a half-an-hour discussion on the answer given by the hon. Deputy Railway Minister on the 22nd August to a short notice question that I put on the suspension of trains on the Chupra-Varanasi line. I asked for this discussion and I am thankful to you for allowing it, because the matter is so urgent and important. It affects the life, property and comforts of lacs

of people and also the inter-State Communication between U.P. and Bihar. In view of the danger to this line due to erosion by the river Goghra, I wanted to know from the Minister what steps the Government were taking. The answer he gave was, "Everything that is possible is being done". This answer was so vague and indefinite.

But nothing was done. No arrangements were made to take care of the stranded passengers—I saw men, women and children going with bag and baggage. The railway authorities were so careless and so regardless of the comforts of the people that it appeared that it was not the people's Government in charge of the railways, but the old company regime which had again come into being. When I read in the papers that when there was a breach in some railway line in Assam the passengers who were stranded were fed by the railway authorities, I wondered whether it was the same Government in Assam which was in charge of railways in U.P.

Trains were cancelled, but no arrangement was made for the passengers going from Chupra to Varanasi. The communications from Banaras to Bhatn were also suspended and the trains from Ballia to Shahganj were also cancelled. Without any rhyme or reason this was done, without any regard for the comfort of the passengers.

The other point was that we did not know what the experts' opinion was, but on the question of saving the line, there was utter disregard of public opinion. The river was two miles to the north of the line in 1955 and the people raised a hue and cry that the line must be saved, and there was danger to it. But the authorities sat tight over it and cried, "we have got no regard for that. If the river comes near the line, we shall say to it like king Carnete, "Go back" and it will go back. At last the river came in June, 1957 and when it was only 200 feet from the track, then only they began to think of saving the line.

[Shri Radhamohan Singh]

17.40 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

We were informed that some expert from Delhi was sent there. He gave the opinion that the line could only be saved if a spur were put up at the place where the river took a turn towards the south. That was two miles up the river. Commonsense also said that it was not otherwise possible to save the line. But, the authorities in charge of the Railway thought that we could only save the line if we put the spur in front of the line and the station. As things happened the river took a turn and the spur is standing in the middle of the river, the river having turned towards the west cutting the line at two points.

An attempt was made to make another line. That line was also cut. A third line is going to be made. I would request the Railway Minister to kindly look into the things. It concerns the lives of lakhs of people and also public property. In my opinion, there was great disregard of public property. Thousands of wagons of kankar and boulders are being thrown into the river. For what purpose, God knows. It is being thrown even today. If only Rs. 10 lakhs had been spent at the right moment and the right place, the line could have been saved.

There is very grave danger. I and like myself, many people of Ballia think that if timely action is not taken, we will have to abandon all construction there. No line will be possible, because at that particular point, Ganga happens only four miles away and Gagra is just near the line, Ganga is going north and Gagra is coming from the north to the south. This is the position. Another danger is also there. Just only two furlongs west of the breach, an old bed of Gagra which joined the Ganga, one mile south. If timely action is not taken to prevent the river from going west, there is the fear of the current flowing into the old bed and changing course and joining the Ganga as

it did 300 years ago. I will beg of you and through you, the hon. Minister for Railways to look to this great danger and take timely action.

No money spent now will be of any avail. It will be of use if timely action is taken after the floods. In this twentieth century, when science has so much advanced, you think that the river can be trained and the line can be saved and the people can also be saved. Only 20 miles west, Ballia town was threatened by Ganga. We approached the U.P. Government in 1948. In 1950, spurs were made and still the town is unsafe. Gagra is not greater than Ganga. We think that if timely action is taken with proper advice, the river can be trained and turned and the line could be saved.

The third point which I want to raise is the money that is being wasted just now. I put a question a few days ago to know what amount has been spent by the Railway authorities on the two spurs and the amount spent in this flood season. We want that there should not be waste of public money. The figures have not been given to me. If not today, I would expect the Railway Minister to find out the figure and let the House know the amount spent. I consider there is a colossal waste of public money. People say that money is raining and that the boulders are not of stone but of gold. This thing is there. It requires enquiry and probe into the thing, as so much public money is being spent I would like the hon. Railway Minister to inform the House now or later how he is going to save this line, what steps are being definitely taken by the Railway Board to save it and stop this waste of public money.

It is rumoured that the authorities want to construct the new line one or two miles further to the south. I pointed out just now that it is not possible to go further south. We have to make up our mind to stop the river here and to have a line here. As I told you, the Ganga is coming from the south and there are two old

river beds just to the south of it. It will spell devastation and it will also make it impossible for having any line through that region if we do not stop the river here. So, I would request the hon. Minister through you to consider this point that it is not possible to go back to the south further. If there is any such proposal, I think it should not be considered unless a thorough enquiry is made of the topography of the place to the south and west of it.

These are the three points that I had in mind and I hope the hon. Minister would enlighten the House on them and tell us of the proposals before him for the construction of the new line and stopping of further work.

**Shri Sinhasan Singh (Gorakhpur):** With your permission, I would like to put one or two questions.

What is the area that the Government has now acquired for the rebuilding of the new line to connect the two stations, and what money has been spent by the Government in rebuilding the new line and also in trying to avert the recrossing of the river of the new line? Is there any possibility of the river approaching the newly constructed line? What would have been the cost of the spurs which could have been built two miles ahead, as stated by the hon. Member, which could have led to the saving of the line as it is.

There is another question.

**Mr. Deputy-Speaker:** Not many questions.

**श्री सरजू पांडे (रसड़ा) :** उपाध्यक्ष महोदय, जहां तक बनारस छपरा लाइन का सम्बन्ध है, उस में सिर्फ सुरेनपुर का ही सवाल नहीं है, बल्कि अगर आप पूरी लाइन पर सफर करें, तो आप को यह मालूम होगा कि वह हिन्दूस्तान की कोई भ्रमण ही रेलवे है। मैं ने कुछ गरमियों के दिनों में वहां देखा है कि बहुत से स्टेशनों पर न पानी पिलाने वाला है, न कोई और इन्तजाम है और न तो गाड़ियों का कोई टाइम है।

**उपाध्यक्ष महोदय :** माननीय सदस्य एक भाष सवाल ही कर सकते हैं। किसी तकरीर की इस में गुंजायश नहीं है।

**श्री सरजू पांडे :** मैं जरा जेनरल बातें बता दूँ, जिन को अगर मंत्री महोदय जानें, तो हम लोगों को ज्यादा फायदा होगा हम लोगों को वहां पर बराबर सफर करना पड़ता है।

**श्री स० म० बनर्जी (कानपुर) :** यह उसी जगह के रहने वाले हैं।

**उपाध्यक्ष महोदय :** यह बात बड़ी अच्छी है कि माननीय मंत्री उन बातों को जान लें, लेकिन मैं तो रूल्ज की तरफ माननीय सदस्य की तबज्जह दिला रहा था।

**श्री सरजू पांडे :** मुझे मालूम हुआ है कि पिछले दिनों वहां पर एक एक्सपर्ट भेजा गया था ताकि वह देखे कि सुरेनपुर का पुल कहा बनाया जाय। रेलवे लाइन टूटने का खतरा बहुत पहले था। पता नहीं उन का सुझाव क्या था, लेकिन उस की परवाह नहीं की गई। वह लाइन टूट गई उस पर चलने वाली गाड़ियों को बलिया से इन्दरा को और उस के बाद उसको लौटा दिया गया। हालांकि वह एक स्टेशन इधर से गाजीपुर हो कर इधर आ सकती थी। नतीजा यह हुआ कि बहुत से मुसाफिर परेशान हुए। मुझे बताया गया है कि पहले दिन लोग वहां पर घाठ घाठ घंटों तक इन्तजार करते रहे। अगर आप वहां पर जायें, तो आप को बहुत सारी बातें मिलेंगी। मुझे बताया गया कि डिस्ट्रिक्ट मैजिस्ट्रेट ने गवर्नमेंट को लिखा था—गवर्नमेंट की नोटिस में यह बात लाई थी—कि अगर यह रेलवे लाइन नहीं बनाई जायगी, तो टूट जाएगी, अगर रेलवे इंजीनियर्स ने परवाह न की और नतीजा यह हुआ कि लाइन टूट गई, जिसके कारण गवर्नमेंट को करोड़ों रुपये की जायदाद का नुस्तान हुआ। यही नहीं, जब लाइन बनने लगी—मैं कुछ उस के बहुत मजबूत तक गया था और मुझे पता लगा है कि—वहां पर एक लूट

## [ श्री सरजू पांडे ]

मशी हुई है, कोई पूछने वाला नहीं है। इस तरह से बहुत अधिक सम्पत्ति वहां पर बरबाद की जा रही है। उन लोगों ने मुझे बताया कि उन्होंने खुद रेलवे मंत्रालय को इस कित्म की कई शिकायतें भेजीं। पता नहीं रेलवे मंत्रालय ने उन पर क्या कार्यवाही की, लेकिन यह सब है कि लाइन टूट जाने से काफी नुकसान हुआ है और अब भी वहां के लोग बहुत ज्यादा परेशानी में हैं। जहां पुल बनाए जाने की बात हो रही है, वहां से दक्षिण की ओर हट कर अगर रेलवे लाइन बनाई जाती है, तो गंगा बहुत नजदीक है। लाइन फिर टूटेगी और फिर नुकसान उठाना पड़ेगा। इस लिये, जैसा कि माननीय सदस्य श्री राधा मोहन सिंह ने कहा है, अगर गंगा के कटाव को रोका जायगा, तभी जा कर उस रेलवे की रक्षा हो सकती है। साथ ही उस लाइन के ऊपर रेलवे मंत्रालय को काफी ध्यान देना चाहिये और उस लाइन को शीघ्र बनाने की व्यवस्था करनी चाहिये। जैसे के उपयोग को रोकने के लिये वहां जांच करानी चाहिये ताकि सरकार की व जनता की—सम्पत्ति का श्राय व्यय रोका जा सके।

**The Minister of Railways (Shri Jagjivan Ram):** That is a very difficult area. As Members might be aware, it is between the Ganges and the Goghra. The hon. Member has given me an example of Ballia town being saved from the ravages of Ganges. But he forgets that Gogra is not so elegant, as the Ganges, and its behaviour has been quite erratic.

**Pandit K. C. Sharma (Hapur):** He should worship both.

**Shri Jagjivan Ram:** It is a very difficult area. It is between the Ganges and the Goghra. The distance between the two rivers is 6 to 8 miles. So the railway line has to be somewhere in between in this area. It is not very easy to shift it further south because the ravages of Ganges will be there. It is not possible to continue it where it is, because

the Goghra has been last year and this year very erratic in certain parts.

It is not very correct to say that no steps have been taken in this matter. On Chupra-Varanasi section, the river Goghra is crossed at mile 11 (from Chupra between Manjhi and Bakulha stations). On the right approach, the railway line lies close to the river for about 8 miles length. In 1925, embayments of the river appeared close to the railway alignment between miles 15 & 17. Earth-work for a retired alignment was got ready by 1926, starting from mile 13 and rejoining the existing alignment near mile 19 beyond Suraimanpur, which is at mile 17/12. The diversion was never used as the river current shifted back. In 1948, the river attacked the same point again but receded in subsequent years.

In 1956, river embayments formed again on the right bank, but this time some three miles upstream of the previous location. In July, 1956, the embayment had reached within 500' of the railway line and protective action was started by laying permeable screens and building some solid boulder spurs in wire crates. In spite of these measures, the nearest point of the embayment had come up to 350' from the track, before the 1956 flood season was over. In November 1956, the Chief Engineer of the Railway sought the advice of the Director Central Water and Power Research Station, Poona, about the protective measures for keeping the river at a safe distance.

My hon. friend may be feeling that perhaps the railway ignored the advice of the experts. We did not. The information sought by the Director was supplied to him as far as available, and he inspected the site on 11-1-57. In his report sent on 22-1-57, the Director, Central Water and Power Research Station, advised that six stone-armoured 'repelling' spurs should be built at 2000' intervals—the first downstream one 700' long, four intermediate ones 400' long each and the last one upstream 800' long, before

the next monsoon season. He added that if all the piers could not be built, permeable screens 100' long may be interposed.

As the large quantity of stone required for building six spurs could not be brought to the site within the five month's period available, the railway administration decided to build spurs Nos. 1 and 4, the latter one just 100 ft. long. Here again, I may mention that the stones have to be carried from a distance of 200 miles.

**Shri Sinhasan Singh (Gorakhpur):** You have stated 5 months.

**Shri Jagjivan Ram:** Because 10 lakhs cft. of stone has to be collected from a distance of nearly 200 miles near Allahabad.

**Shri Sinhasan Singh:** For the rainy season it was being collected.

**Shri Jagjivan Ram:** I am going to read what work was done. Those who have visited the place may have some idea of how the work was carried out. The work on two spurs had been started and one was completed and the other could not be.

By the time the monsoon season started, the spur No. 4 had been completed as planned and the spur No. 1 for 340 ft. length properly armoured. This year the river attack started on 12th July, 1957—the worst affected portion being upstream of spur No. 4. There was no erosion between the two spurs built. To meet the situation upstream of spur No. 4, it was decided to provide a stone apron 1500'x25'x3', parallel to the bank—50' away from the toe. The attack of the river continued on the spurs, and the apron and on 4.8.57, the rear portion of spur No. 4 was washed away, making an embayment very near the railway track, rendering running of trains unsafe. The train running was stopped from 11 hours on 4.8.57. The river embayment actually breached the railway line on 8th August, 1957, just down stream of spur No. 4. Protective measures continued after this date with a view to prevent fur-

ther extension of damage to the railway bank.

This was the position. Now the complaint is that adequate steps were not taken for alternative facilities to the passengers. As far as possible, steps were taken. The Administration started linking track on the retired alignment prepared in 1926. Unfortunately, the damage to the existing alignment had occurred this year at the western junction point of the retired alignment with the existing bank. It became necessary, therefore, to construct about a mile long diversion opposite this point. The entire new diversion link was completed and brought into use on the forenoon of 29th August, when through communications were restored.

The normal train service on the Ballia-Chupra section is five passenger trains each way. On the occurrence of the breach at 11 hours on 4.8.57 train services on this section were suspended. The 321 Up and 322 Down Katihar-Allahabad City fast passenger trains were diverted to run via Bhatni. Against the remaining four trains running each way on the section, three trains were run daily between Chupra and Suraimanpur on the one side and between Ballia and Reoti station on the other. Out of these three trains each way, transshipment of passengers was arranged at the site from only one with effect from 7.8.57 and the approximate number of passengers transhipped varied from the lowest 350 to the highest 500, on the various dates, from 7th to the 16th August.

Transshipment was not possible on the 5th and 6th due to incessant rains on the 5th and a safe passage not being available for passengers to go across on the 6th.

Keeping in view the number of passengers who offered for transshipment and the desirability of giving maximum time for engineering works for restoration, transshipment of more trains was not arranged. The transshipment was supervised by an officer and adequate arrangement made for

[Shri Jagjivan Ram]

labour to carry the passengers' luggage.

As I have said, Mr. Joglekar visited the place and he recommended the construction of six spurs. The recommendation of Mr. Joglekar who is an authority on this question was accepted. It is not correct to say that he recommended the construction of any spurs or bunds 2 miles upstream. That may be the idea of the local people. They are afraid that in case the whole area is inundated, many villages will be washed away. That should be the concern of the U.P. Government also. As a matter of fact, the difficulties of the Railway have increased by two marginal bunds which have been constructed by Government of Bihar north of Gogra and by the Government of U.P. in continuation westward of the railway line. They should have realised that as a result of these bunds the area between these two rivers is likely to be greatly affected.

We have at present accepted the recommendation of Joglekar who is an expert on these matters. We carried on some work in order to save the line as far as possible during the monsoon. I may assure my friends that at present no work is being carried on. The work has been stopped. The idea is to rehabilitate the alternative line—the retired line—if necessary. And if the engineering experts feel it is necessary to shift it further south, we will have to do that.

I propose to have a survey of the area after the monsoon is over and to decide whether it will be possible to divert the main channel of the Gogra eastward from the point where it turns to the south. That, I think, should have been primarily the work of the U.P. Government and not of the railways. But, if the U.P. Government thinks that in order to protect that vast area—eight miles wide and nearly seventeen miles long—they have to construct and spend some money on that bund where Gogra turns to the south the railways also may consider contributing something to the U.P. Government.

In such emergencies, the expenditure increases to some extent. When there is immediate danger, the work has to be undertaken immediately. At that time labour also demands higher wages. Sometimes, we do not get workers and contractors. We have to rush materials from distant places. It may be that the expenditure may be slightly higher than the normal expenditure for the same work.

It is very difficult to get an accurate figure of expenditure which was incurred only in July and August. I have tentatively got the figures of approximate expenditure incurred on protection work

Protection work before the breach	Rs. 4,00,000
Protection work carried out in	Rs. 4,00,000
Restoration of through traffic linking over retired alignment building a new length of diversion etc.	Rs. 6,50,000

Again, I may say these are approximate figures. It is very difficult to give any accurate figures at the present moment. The works were carried out only last month.

It is a very difficult area in a narrow strip, between Ganga and Gogra. I propose to send engineers after the monsoon is over and to see whether the present retired line can be used by joining it at Reoti or in between Reoti and Suraimanpur at the point where the U.P. Government bund starts. If it is not possible and the engineers feel that, due to the marginal bunds of the Bihar and U.P. Governments, water would be so much that the alignment will have to be brought further southwards, we cannot help it. In that case, it will be the sole responsibility of the U.P. Government to have such bunds as may be necessary to save the villages in that area. Our engineers assure that before the next monsoon starts

we will be able to take steps by which we will be able to ensure through passage of the trains there.

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### BUSINESS OF THE HOUSE

The Minister of Commerce (Shri Kanungo): Sir, on behalf of the Minister of Parliamentary affairs, I beg to make a statement. Owing to certain adjustments made in the list of business for today and departure from time allocation for some items, I feel that a special announcement is called for in respect of business for tomorrow. The business for tomorrow will consist of the following items:

- (1) Unfinished item of business of today.
- (2) Consideration and passing of the Indian Succession

(Amendment) Bill as passed by Rajya Sabha.

- (3) Consideration and passing of the Repealing and Amending Bill as passed by Rajya Sabha.
- (4) Resolution regarding notification of the International Convention for the protection of property and objects of cultural and artistic value.
- (5) Discussion on the Government decision regarding the future of non-Government (Light) Railways—Shri Jhulan Sinha's Motion.

Any business carried over from today's Order Paper.

18-07 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 10th September, 1957.

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