

Shri Rajendra Singh (Chapra): The question is this. Now the Bill is introduced. He may not remain Finance Minister in the next Parliament.

Mr. Speaker: Nobody can be sure of himself. Why talk of the Finance Minister?

The question is:

"That leave be granted to introduce a Bill further to amend the State Financial Corporations Act, 1951."

The motion was adopted.

Shri B. R. Bhagat: Sir, I introduce the Bill.

12.30 hrs.

DOCK WORKERS (REGULATION OF EMPLOYMENT) AMENDMENT BILL*

The Deputy Minister of Labour (Shri Abid Ali): Sir, I beg to move for leave to introduce a Bill further to amend the Dock Workers (Regulation of Employment) Act, 1948.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Dock Workers (Regulation of Employment) Act, 1948."

The motion was adopted.

Shri Abid Ali: Sir, I introduce the Bill.

**DELHI UNIVERSITY
(AMENDMENT) BILL***

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): Sir, on behalf of Dr. K. L. Shrimali, I beg to move for leave to introduce a Bill further to amend the Delhi University Act, 1922.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Delhi University Act, 1922."

The motion was adopted.

Shrimati Lakshmi Menon: Sir, I introduce the Bill.

12.31 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1961-62—Contd.

Mr. Speaker: The House will now take up further discussion and voting on the supplementary demands for grants in respect of the Budget (Railways) for 1961-62. Shri Tekur Subramanyam is in possession of the House. Thereafter the hon. Railway Minister will reply.

Shri T. Subramanyam (Bellary): Mr. Speaker, under supplementary demand No. 2, they have asked for some miscellaneous expenditure and the survey of some railways is proposed to be undertaken during the current year. The note here says:

"... these surveys are proposed to be undertaken during the current year, in view of the further picture of the Railways' works programme in the Third Plan which has emerged since the Budget."

12.32 hrs.

[Mr. Deputy-Speaker in the Chair]

In the Southern Railway, there is the survey for doubling by B.G. line between Guntakal and Hospet. This has been necessitated by the need to transport iron ore from Bellary district to the ports in the east and west coast. Bellary has got the richest

†Introduced with the recommendation of the President.

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[Shri T. Subramanyam]

iron ore in abundance and I am sure that the demand for transport will be so great that this doubled line will have to be extended to Hubli and Karwar. The final location survey for Mangalore-Hassan line has been provided a sum of Rs. 215,000. But this has been linked up with the receipt of a communication from the Ministry of Transport and Communications which is expected shortly, indicating the programme of development of Mangalore port. The hon. Minister of Transport and Communications is also here and he has been taking very keen, active and earnest interest in this matter and I appeal to him that this indication may be given as early as possible. I hope that the awaited communication will come speedily and the work will not be held up.

To maximise the transport of iron ore, the Mangalore port is proposed to be made into a first-class port, with the provision of other facilities. It is proposed to export two million tons of iron ore from this port and the Hassan-Mangalore line assumes very great importance and significance in this context. As I said previously, Bellary district has got the richest iron ore in abundance. If this iron ore is to be sent to the Mangalore port by the proposed new line, Hassan-Mangalore line, then there is another line Kottur-Harihar line to be linked up with this which will shorten the distance considerably. I feel it is of very great importance and urgency. In fact in 1956-57, the then Railway Minister had included the survey of this line in the Railway Budget speech of that year and it is only a month back at the State development council meeting held in Bangalore the Chief Minister indicated that the Mysore Government had recommended this railway line to be taken up. Therefore, I appeal to the Railway Ministry that this Kottur-Harihar railway line should be linked up with the taking up of the Hassan-Mangalore line.

I will refer to another survey—final location survey for Salem-Bangalore line. I welcome this because it will

help the development of both Mysore and Madras State. I am looking forward to the rich iron ore of Bellary district going to Salem and other areas of Madras and the coming of the lignite brickets to Bellary so that in these areas good iron and steel plants may be started. In this connection, I only make this personal appeal. Usually, there is a time-lag between the survey that is to be taken up and the actual laying or construction of the railway lines. I appeal to the Ministry that the completion of this survey should be expedited as early as possible and the time-lag between actual completion of the survey and the laying of the line should not be much because if there is a too long time-lag, the estimates etc. become out-dated. Therefore, I appeal again that these surveys may be expedited and the actual construction of the railway lines should also be taken up and expedited.

Shri Morarka (Jhunjhunu): I will ask only one question and not make a speech. I would refer to page 4 of the explanatory note where a provision of Rs. 24,000 has been made for reconnaissance engineering and traffic survey for Khetri-Chirwa line in the Western railway. This line is meant for serving the copper mines developing in Khetri and also to meet the requirements of the copper smelting plants. Traffic and other engineering surveys are no doubt necessary formalities. I hope that the fate of this line would not depend upon the finding of the traffic survey because even if it is otherwise uneconomic from the point of view of traffic, so far as the development of these mines is concerned, this is a must and the Planning Commission and the Ministry of Mines had been pressing this point again and again. I have also asked several questions as to what the decision of the Government on this matter is. I would like the hon. Minister to say when this work will be started and when the service would be completed. By what time they expect this line to be completed? The Planning Commission is

very particular that the work of development of the copper mines and the copper smelting plant should not suffer for want of these lines. I would be grateful if the hon. Minister can give a reasonable assurance about the starting of the work and also the completion of the work so that the work on the copper mines and the smelting plant may not suffer.

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Sir, the total supplementary demands aggregated to Rs. 8:30 crores and they have been placed before this House. These demands are in addition to the Budget demands totalling Rs. 892.78 crores for the year 1961-62; it is only 93 per cent of the total sanctioned grants. Therefore, these supplementary demands are by no means excessive. Before I start replying to the individual points made by hon. Members, I would like to bring specifically to the notice of this House two demands, namely, Demand Nos. 15 and 16. Demand No. 15 is for Rs. 3 lakhs and Demand No. 16 is for Rs. 1 lakh. A number of hon. Members, particularly, Shri Vittal Rao, Shri Tangamani and others wanted to know why such measure allocations have been made for these surveys. I should like to point out that these supplementary demands are not to secure additional funds but are only in the nature of token demands to bring specifically to the notice of this House certain new lines and new projects which constitute a new service for the purpose of article 115(1)(a) of the Constitution of India.

The token provision under Demand No. 15 is to enable a beginning to be made in the current year in the construction of certain new lines, that is, Panvel-Apta, Bangalore-Salem, Manamadurai-Virudhunagar, and Singrauli coalfields to Obra on the Garhwa-Robertsganj new rail link which had been approved after the budget for inclusion in the railways' programme for new lines and projects in the third Five Year Plan.

My hon. friend, Shri Vittal Rao, was not quite sure when the actual

work of construction will start or how long it will take. Shri T. Subramanyam also wanted that there should be no time-lag between the final location surveys and the actual starting of the work. As I have stated, these token grants have been asked for only to bring to the notice of this House that the actual work of construction will start during the current year. Therefore, we will not allow any grass to grow under our feet, and I can assure hon. Members to that effect. Shri Vittal Rao was not sure whether the Salem-Bangalore line would be completed during the third Plan. This line would take three to four working seasons and he can rest assured that the line will be completed during the third Plan period, and God willing, very much before that, depending on the availability of material for the track, etc.

Shri T. B. Vittal Rao (Khammam): We would greatly appreciate it if the Minister is successful in that.

Shri Shah Nawaz Khan: Since hon. Members are very much interested in these new lines which are being taken up. I seek your indulgence to give the House more details about these lines and I am sure hon. Members will be interested.

Shri Nath Pai (Rajapur): We would like to hear about the Konkan line also.

Shri Shah Nawaz Khan: Shri Tangamani referred to the Manamadurai-Virudhunagar line. The position is that provision is made for the preliminary engineering and traffic and final location surveys for this line which is approximately 41 miles in length and is estimated to cost Rs. 2.50 crores, as its construction is an urgent operating necessity to obviate the doubling between Madurai and Virudhunagar section. This will also facilitate the handling of traffic for south of Madurai during the third Five Year Plan, by providing an alternative link between Manamadurai and Virudhunagar, thereby relieving the

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pressure on the existing line from Madurai to Manamadurai and from Madurai to Virudhunagar. This line is also included in the railway's programme for the new lines indicated in para 28, page 548, of the third Five Year Plan. Provision for the survey and for the construction of this chord line has been made in the current year itself. This link is relatively a short one and the construction can be undertaken immediately following the final location survey. There will be delay in this respect.

Shri Tangamani: How long will it take for the completion of the 41 miles?

Shri Shah Nawaz Khan: It should not take more than two working seasons.

A number of hon. Members spoke about the Mangalore-Hassan line, particularly my hon. friends, Shri Subramanyam, Shri Tangamani and Shri Vittal Rao. All of them were very much interested in this line. The position is that provision for the final location survey of this line has been made but the survey will be undertaken after the receipt from the Ministry of Transport and Communications of an indication of the progress in the development of the Mangalore port, which is necessary according to the recommendations of the Planning Commission. Although we would very much like to go ahead, this is one of the instructions that we have received from the Planning Commission. The Secretary of the Ministry of Transport and Communications has been addressed for the requisite information, and it is expected that it will be furnished shortly by that Ministry.

Shri T. B. Vittal Rao: It was addressed a fortnight ago.

Shri Shah Nawaz Khan: We are expecting a reply very soon. The position is that although we are awaiting their reply for the develop-

ment of the Mangalore port, I can assure hon. Members that we are going ahead with the final location survey as soon as we hear from them. We would like to construct this railway line as early as possible, but until and unless the port is ready, to take the increased traffic and the increased traffic is actually utilised, there would not be much point in completing the railway line and our railway assets would not be giving us any good returns. But we will make pretty sure that we will not lag behind the development of the port itself.

Shri Achar (Mangalore): No token demand or grant is made for the Mangalore-Hassan line, though, for the other lines, supplementary demands for grants have been made.

Mr. Deputy-Speaker: Why should he insist on a token grant?

Shri Shah Nawaz Khan: I should like to make it clear to the House that these demands are being made only for the interim period till the presentation of the next budget which is only a few months ahead, and the construction may be decided after a few months. So, it will be included in the next budget.

My hon. friend Shri Aurobindo Ghosal spoke about the Haldia Port-Kharagpur line. The position is that this also is one of the lines which is provided in the railway's programme for new lines in the third Plan. A rail line in the mining area of Orissa is required in connection with the export of iron ore through Calcutta. For the proposed port at Haldia and the port of Paradip, it is necessary to proceed with a survey, so that the construction of this line may be undertaken as early as possible. A provision for the survey of this line was not included in the budget for 1961-62 as the taking up of the related projects for the port during the third Plan had not been finally approved. A survey has now been provided in the supplementary demands for grants for

the project and the port has since been finally included in the third Plan.

The last speaker, Shri Morarka, wanted to know something about the Khetri-Chirwa line. The position is, even for this the survey has been made for the exploitation of copper deposits in Khetri. It was recently clarified by the Planning Commission that this line will fall under the general heading "railway facilities to be provided in connection with irrigation and power and mineral projects mentioned in the third Plan." We are fully seized of the importance of this line and we are going to go ahead.

Shri Morarka: When will the work start?

Shri Shahnawaz Khan: As soon as we get the demand.

Mr. Deputy-Speaker: After we go ahead.

Shri Nath Pai: Has he finished with the new lines? We were expecting something about the Konkan line.

श्रीमती कृष्णा मेहता (जम्मू तथा काश्मीर) : मैं जानना चाहती हूँ कि मेरा भी कुछ जवाब मिलेगा ।

उपाध्यक्ष महोदय : अभी वह पहाड़ों में नहीं जाा चाहते, सर्दी पहले ही वहाँ बहुत है ।

श्रीमती कृष्णा मेहता : मैं यह जवाब चाहती हूँ कि तीसरी पंच वर्यय योजना के अन्त तक जम्मू और काश्मीर तक रेल ले जायेगी या नहीं ।

उपाध्यक्ष महोदय : मई में गर्मी होगी, उस वक्त पहाड़ों पर जाना ज्यादा अच्छा होगा ।

Shri Shahnawaz Khan: I would like to remind the hon. Member that the delay in the construction of the line cannot be placed entirely on the railways. We are awaiting the final de-

cision of the State Government as to whether the railway line alignment should be to the east or to the west; the question is under correspondence...

Shri Naushir Bharucha (East Khandedh): The question of alignment does not affect the construction of the main line.

Shri Nath Pai: Are we to understand that it is the Maharashtra Government which is responsible for the delay more or less? Silence means agreement.

Shri Shahnawaz Khan: The broad-gauge line between Panvel and Apta—10 miles—is required to be taken up immediately in view of the setting up of the basic chemical and intermediate plants near Apta, which has been considered an industry of national importance and it is expected to go into production towards the end of 1962. So, we are going to go ahead with it.

Shri Vittal Rao wanted to know why the cost of Singrauli-Obra line—36 miles long—is going to be Rs. 9.2 crores, i.e. approximately Rs. 25½ lakhs per mile, compared to other lines which are going to cost us very much less per mile. The reason is that this entire line lies in difficult plateau area cut across by deep ravines of rivers and rivulets. The cost of earth work formation itself is expected to be Rs. 8.8 lakhs per mile. The cost of bridging is expected to be Rs. 6.9 lakhs per mile, as the bridging is heavy and includes a bridge over the river Rihand, which alone will cost us nearly Rs. 1 crore. The final location survey is yet to be done. The detailed estimate will be based on the final location survey. Every effort will be made to build the line as economically as possible. But it is the terrain which is mainly responsible for this high cost.

A number of hon. Members have spoken about the fire in Dhilwan tim-

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ber depot. This matter has been fully explained before the House on a number of occasions. A regular inquiry has been held into it. I would not take much time of the House over this matter, but I would only submit that this depot has been there for more than 50 or 60 years and there has never been a case of fire in that depot. The conditions that existed at the time of the fire had been prevailing for 50 or 60 years preceding. Some hon. Member made an insinuation that this fire was deliberately set, because here was something wrong with the accounting system of sleepers or the stocks were short and the shortage could not be explained.

Shri Rajendra Singh (Chapra): I object to the word 'insinuation' because that is the opinion of an hon. Member; he has certain facts and on the basis of those facts, he arrives at a certain conclusion. So, I object to the word 'insinuation'.

Mr. Deputy-Speaker: Why should he object to that?

Shri Shahnawaz Khan: If he has got any facts different from mine, I would very much like to have them.

Shri S. M. Banerjee: I do not object to that.

Mr. Deputy-Speaker: The hon. Member does that deliberately and therefore he does not object.

Shri Shahnawaz Khan: A detailed report has been placed in the library; hon. Members can see that. The stocks were verified only one month before the fire took place and two sleepers were found to be surplus; there was no shortage.

Shri S. M. Banerjee: Were only those two burnt?

Shri Shahnawaz Khan: A number of hon. Members said that the expenditure in the Industries Fair incurred

by the railways on the railway stall is excessive. The total amount is approximately Rs. 13 lakhs. Out of that, Rs. 9½ lakhs is the cost of the building itself. This building is going to be a permanent railway museum where we will display all the things produced by the railways, so that the foreign tourists and other people can see what the Indian railways are doing.

Mr. Deputy-Speaker: The complaint was that the details should have been given in the statement.

Shri Shahnawaz Khan: I am giving them now. The new siding is going to cost Rs. 50,000 and the payment of ground rent is about Rs. 3 lakhs.

Shri Vittal Rao also was critical about the accounting system of railways. He said the bill for the ground rent for the Railway Centenary Celebrations of 1953 was being paid only recently. There has been delay, but the matter was continuously under correspondence between different departments. The railways were not quite sure whether they should really pay for this ground rent, because after all, the ground belongs to the Government and it was merely making payment from one department to another. This was thrashed out and it took some time.

Shri T. B. Vittal Rao: It took 8 years!

Shri Shahnawaz Khan: Shri Vittal Rao also wanted to know why the diesel locomotive works was being put up at Varanasi. I have explained that already in reply to a question that was put to me in the House previously. I gave the reasons fully. If you want me to repeat them, I will do that, but the hon. Member is fully aware of the reasons; I explained them to him only the other day.

Shri T. B. Vittal Rao: When the Railway Board could come to such an independent decision, they could have come to it a little earlier instead

of appointing a committee to go into the location of it.

13 hrs.

Shri Shahnawaz Khan: We did not want to take any arbitrary decision. We wanted to leave it to the committee.

Shri T. B. Vittal Rao: And the committee's recommendation. . .

Shri Shahnawaz Khan: It is final.

Shri T. B. Vittal Rao: The committee's recommendation has been brushed aside.

Mr. Deputy-Speaker: Perhaps the hon. Member's argument is that the Board could have taken a decision earlier. His point is that a committee was appointed but the committee's recommendation was not awaited and the Board came up with a decision.

Shri T. B. Vittal Rao: The Committee recommended certain sites. But that recommendation was brushed aside and an independent decision was taken. I have no quarrel with the actual location at all, I am only concerned with the delay.

Shri Shahnawaz Khan: There has been no delay. The House is fully aware of the background of this case. But the Railways have now agreed to put up this diesel locomotive works. Previously it was going to be put up by the private sector, but then a decision was taken to put it up in the public sector. In order to avoid any delay we are putting it up at Varanasi because of the facilities available. The buildings, the machinery etc. are all at the site and as soon as we finish negotiations with the collaborators we will go ahead with the work so that any possible delay is cut. That is the only objective, and there is no regional or any other feeling.

Shri T. B. Vittal Rao: Make up for the delay by expeditious construction.

Shri Shahnawaz Khan: Yes; I can assure the hon. Member about that.

Then, quite a number of hon. Members spoke about departmental catering. **Shri Vittal Rao**, **Shri Bharucha**, **Shri Jaipal Singh** and others spoke about departmental catering. **Shri Tangamani** wanted that food packets should be encouraged. We are always constantly at it and we are making experiments. In some places they have succeeded and in some other places they have not succeeded. We are trying other experiments too. We have accepted his principle and we will be endeavouring to introduce more and more food packets.

Shri Narasimhan (Krishnagiri): What about Dindigul?

Shri S. M. Banerjee (Kanpur): I wanted food packets to be introduced in the north. Has it been tried in the north?

Shri Shahnawaz Khan: Yes, we have tried it at Delhi and Lucknow.

Mr. Deputy-Speaker: Perhaps it has not been tried at Kanpur.

Shri Shahnawaz Khan: We will try at Kanpur also.

Shri Narasimhan: What about Dindigul?

Shri Tangamani: Departmental catering is going to be closed there.

Shri Shahnawaz Khan: There is one Dindigul station where departmental catering is going to be closed. Our policy is to have a comprehensive departmental catering wherever we have departmental catering. That is to say, we take up the entire catering at a station. At this particular station, only the vegetarian refreshment room is under departmental catering and the other things are in the private sector. The idea of departmental catering is to set up a good standard. At Dindigul there is a good standard from the private caterers and we want to give them a chance there.

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I am sorry my hon. friend Shri Jaipal Singh is not here. He did not like the *kohzi* curry. We have formed catering committees on our railways. The members of the National Railway Users' Consultative Committee and the Zonal Railway Consultative Committee are authorised to inspect the catering establishments and make their suggestions. We have also authorised a number of ladies to go and inspect and make suggestions for improvement of departmental catering. We take benefit from any suggestions that are made. Any complaints that are entered in the complaint book are also looked into very thoroughly with a view to improving the departmental catering.

Shri Naushir Bharucha: Why have you reduced the menu?

Shri Shah Nawaz Khan: I will be looking into that.

Shri Naushir Bharucha: To prevent over-eating?

Shri Shah Nawaz Khan: That is on an individual railway and we will be making enquiries to find out why it was done there. I shall look into that matter.

Shri Bharucha wanted to know the reasons for increase in the consumption of coal. Under that Demand No. 7, the amount of arrear-bills which had to be unavoidably carried forward in respect of one railways is Rs. 25 lakhs and Rs. 75 lakhs are for greater consumption. The Indian Railways consume coal worth about Rs. 40 crores to Rs. 50 crores annually. Taking this figure in the light of the actual cost of coal consumed, it comes to about less than 2 per cent. The reason is—and we have explained it on a number of occasions before this House—that the best quality of coal which used to come to the railways is now going elsewhere. The type of coal that we are getting now is a very inferior type of coal mixed up with dust and shales. We have

received complaints from railways that in some places 40 to 50 per cent of coal supplied to us is dust and we are having no end of trouble with our locomotives. We have a large number of engine failures because of inferior quality of coal that is supplied to us, but we are trying to do whatever we can. The only remedy appears to be to set up washeries. That is under consideration and washeries are being set up. We are also setting up an inspection organisation which will carry out the inspection of coal that is sent to the railways. I do not deny that there is a certain amount of pilferage of coal on railways. We are fully aware of it, and at the last meeting of the General Managers this point was specifically taken up. Intensive raids are being made on places suspected of pilferage of coal. Recently, at Atari, just on the border of Pakistan, very intensive raids were conducted and we recovered very large quantities of coal from different people. We are fully conscious of this and we will try and bring down these figures.

Shri T. B. Vittal Rao: The Fuel Economy Enquiry Committee recommended that we should draw coal only from 200 collieries as against 400 as at present. What happened to that recommendation, and how far has that been implemented?

Shri Shah Nawaz Khan: As I said, an inspection organisation is being set up and we are entering into an agreement with the various collieries.

Shri Bharucha also wanted to know the reasons for the increased expenditure on power from Chola Power House. The reason was, due to floods and breaches at Khadakvasala and Panshet Dam near Poona the Tatas were required by the State Government to divert water from their hydro-electric reservoir for meeting the city's water requirements in Poona. This resulted in shortage of water in the Tata hydro system. The

resultant shortage in hydro-electric power had to be made up by augmenting power generation in the railway power house to the extent of 67 million units. The balance of 20 million extra units were consumed by the two Bombay railways due to increase in load on their respective railways. The main reason for the additional expenditure incurred on additional power is on account of increase in power requirements of Tatas which could not be foreseen. The railways receive full payment from Tatas for all the power supplied to them from the railway power house at Chola.

Shri Naushir Bharucha suggested that payment of compensation, either for acquisition of land or accident or any other purpose, should be made by the railways without any delay. I fully agree with him and it is our constant endeavour to minimise delays. Shri Jaipal Singh was very vehement about the delay in the payment of compensation for the land acquired in his area in connection with the setting up of new railway lines. The Railway Ministry is very keen indeed to make sure that there is no delay in the payment of compensation to the land-owners. In many cases, we even make advance payments to the State Governments so that nobody suffers. But the actual payment to the land-owner has necessarily to be made by the State Government through its revenue department of land acquisition officer. We have requested the State Governments to cut out delays, wherever they can.

My hon. friend, Shri Nath Pai, stated that the railways must keep a very contented force of railwaymen. I am grateful to him for this very valuable suggestion and I can assure him that it is our constant aim. The relationship between the employees and the employers in the railways is very cordial indeed and we are getting on very well.

He then stated that the employees who took part in the strike are still being victimised. We were not res-

possible for the strike. Even then, Government have taken a lenient view. We are abiding by the decision of Government and implementing it very faithfully. The hon. Railway Minister is personally looking into all the cases that are brought to his notice. So, I can assure the hon. House that it is far from our intention to victimise any of the our railway ployees.

Shri T. B. Vittal Rao: We will be happy if you reinstate all.

Shri Shahnawaz Khan: Shri S. M. Banerjee, Shri T. B. Vittal Rao and a number of other hon. Members wanted to know why the increased city allowance for Delhi is not being paid from 1st July 1959. The decision to upgrade Delhi into a Class A city was taken only recently after we have consulted the latest census figures. Further, I may inform the House that this decision was not taken exclusively by the Ministry of Railways. Other Ministries like the Ministry of Home and the Ministry of Finance were consulted in this matter and the decision was taken jointly for all Central Government employees.

Shri Tangamani wanted to know why Madras city has not been classified as Class A city. It has not been classified Class A, because it has not qualified for that. It depends upon population.

Shri Tangamani: The population of greater Madras is not taken into account unlike Delhi.

Mr. Deputy-Speaker: The hon. Member should direct the attention of the city to this and try to increase the population of Madras city.

Shri Shahnawaz Khan: Then Shri Tangamani wanted to know why there was delay in the payment of certain dues by the railways to the Madurai municipality. The current municipal demands and taxes we are paying. This relates to certain arrears which had to be paid with effect from 1st

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April 1948. The actual figures are being worked out. But, as a preliminary step, we have made an advance payment, payment 'on account' of Rs. 2 lakhs to the municipality.

My hon. friend Dr. Menon is not here. He referred to increased pay to officers of the Railway Board, Chief Personnel Officer and Directors. We have not made any additional demand on that account. In the end, I would like to thank particularly my hon. friends Shri Jaipal Singh and Shri Narasimhan who said words of praise in support of the railways for which I am very grateful.

श्रीमती कृष्णा मेहता : श्रीमान्, मैं जानना चाहती हूँ कि जो कुछ मैंने कहा था उसके बारे में जो फैसला किया गया है, उसको बताते हुए सिद्धक वह क्यों अनुभव करते हैं। मैं चाहती हूँ कि उसको वह साफ इस सदन में बता दें क्यों कि यह बहुत जरूरी चीज है। मेरी उस बात का कुछ भी उत्तर नहीं मिला है।

श्री शाहनवाज खाँ : पहले तो आप फरमाया करती थीं कि काश्मीर में रेलवे लाइन है ही नहीं और जो उनका मुतालिबा था वह पूरा हो गया। काश्मीर में रेलवे लाइन बन रही है कटुआ तक और एक बड़ा शानदार पुल रावी पर एक करोड़ से ज्यादा की लागत पर बन रहा है। आगे जैसे जैसे बहानों पर ट्रैफिक नजर आयेगा और जैसे स्टेट गवर्नमेंट मुतालिबा करेगी, उस पर भी गौर किया जायेगा। सुना है वहाँ बहुत सी मिनरलज पाई गई हैं और प्लानिंग कमीशन ने हमें इजाजत दी तो फिर हम आगे बढ़ेंगे।

श्रीमती कृष्णा मेहता : यह छः मील का फासला है और तीन साल से मैं इसकी मांग कर रही हूँ। काश्मीर तो बहुत दूर है। जम्मू तक ही मैं मांग कर रही हूँ।

श्री शाहनवाज खाँ : मैंने जम्मू के लिये

कहा है कि जब प्लानिंग कमीशन इजाजत देगा तब करेंगे।

श्रीमती कृष्णा मेहता : तीसरे प्लान में वह कम्पलीट होगी या नहीं ?

उपाध्यक्ष महोदय : आप जरूर 'न' में ही जवाब लेना चाहती हैं? अगर तसल्ली बरख जवाब होता तो वह जरूर दे देते। शायद वह तसल्लीबरख नहीं है, इस वास्ते आप इसको रहने दीजिये यही पर।

Mr. Deputy-Speaker: Am I required to put to the vote any of the cut motions separately?

Shri T. B. Vittal Rao: I request that cut motion No. 15 may be put to the vote separately.

Mr. Deputy-Speaker: All right. The question is:

Need to take up immediately the final location survey for Mangalore-Hassan line

"That the demand for a supplementary grant of a sum not exceeding Rs. 28,61,000 in respect of Miscellaneous Expenditure be reduced by Rs. 100." (15).

The motion was negatived.

Mr. Deputy-Speaker: I will now put all other cut motions to the vote of the House.

The cut motions were put and negatived.

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, 1962 in respect of the following

demands entered in the second column thereof—

Demand Nos. 1, 2, 7, 9, 15 and 16.”

The motion was adopted.

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

DEMAND NO. 1—RAILWAY BOARD

“That a supplementary sum not exceeding Rs. 3,05,000 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, 1962, in respect of ‘Railway Board’.”

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

“That a supplementary sum not exceeding Rs. 28,61,000 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, 1962, in respect of ‘Miscellaneous Expenditure’.”

DEMAND NO. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

“That a supplementary sum not exceeding Rs. 4,91,32,000 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, 1962, in respect of ‘Ordinary Working Expenses—Operation (Fuel)’.”

DEMAND NO. 9—ORDINARY WORKING EXPENSES— MISCELLANEOUS EXPENSES

“That a supplementary sum not exceeding Rs. 3,02,25,000 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, 1962, in respect of ‘Ordinary Working Expenses—Miscellaneous Expenses’.”

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

“That a supplementary sum not exceeding Rs. 3,00,000 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, 1962, in respect of ‘Construction of New Lines’.”

DEMAND NO. 16—OPEN LINE WORKS— ADDITIONS

“That a supplementary sum not exceeding Rs. 1,00,000 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, 1962, in respect of ‘Open Line Works—Additions’.”

13.20 hrs.

MAJOR RAILWAY ACCIDENTS

Shri Rajendra Singh (Chapra): Mr. Deputy-Speaker, Sir, I beg to move:

“That this House takes note of the statement made by the Minister of Railways in the House on the 20th November, 1961 on major accidents which occurred recently.”

The day this Session began the hon. Minister of Railways made a statement on three major accidents in which several lives were lost with a heavy heart. While initiating the debate on this matter I assure you that it is equally with a heavy heart that I am doing so.

In the course of his statement the hon. Minister also recapitulated many steps that he decided to take at the time he assumed office and subsequent to that. A close perusal of the entire statement discloses that all the endeavours or attempts that the hon. Minister or the Railway Board had made have proved an utter failure. The situation today remains what it was when his predecessor resigned.