

[Shri T. T. Krishnamachari]

not going to walk into your parlour. I would like to tell my hon. friends that there is nothing more to be said about it.

He very faintly touched on the last subject, namely, the dual system obtaining in the High Courts of Bombay and Calcutta. I may tell him, my hon. friend, the Law Minister was himself a very distinguished lawyer in Calcutta till recently and it is for him to decide, whether he thinks that the dual system is good or bad, whether he should follow the Madras example and remove the dual system. I do not think there is much that I can say about it.

I do not think there is any substance in any points raised and therefore, I would earnestly request the House to pass the motion.

Mr. Speaker: I will now put the consideration motion to the vote of the House.

The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 be taken into consideration".

The motion was adopted.

Mr. Speaker: I will now put the lauses....

An Hon. Member: Have you got the Bill at least?

Mr. Speaker: Yes; I must put it correctly. There is only one schedule.

The question is:

"That clauses 1 to 3, the Schedule, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted.

Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

Shri T. T. Krishnamachari: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

GUNA-UJJAIN RAIL LINK

Mr. Speaker: We have got a half-an-hour discussion. Hon. Members are aware of the rules; ten minutes for the Member who starts.

Shri T. B. Vittal Rao (Khammam): Mr. Speaker, Sir, I raise this Half-an-hour discussion on points arising out of answers given on 6-8-1957 to starred question No. 659 regarding the Guna-Ujjain Rail link. When I asked the hon. Deputy Minister the other day whether this rail link will be completed, whether there is any chance of its being completed in the Second Plan period, his reply was that depends on the availability of rolling stock and particularly, the track materials, but we hope to make a start during the Second Five Year Plan period.

This answer is rather very unsatisfactory. Not only that. It depicts the complacent and smug attitude of the Railway Board towards the Plan. This rail link was included in the Second Plan after a great deal of scrutiny. First, this link had to await the completion of the survey whether Bina-Bhopal doubling should be done. When it was included, it was included on the basis of priority given to certain rail links. The priority laid down in the Second Plan was that any rail link will be taken up when the other railway lines have reached the saturation point and to increase operational efficiency, or rail links essential for the development of coal mines. This rail link was included because during the Second Plan period, it is proposed to raise 7 million tons of coal in the Madhya Pradesh coal fields.

This coal has to be transported to the textile mills in the State of Bombay. As we all know, 60 per cent. of textile mills in the country are located in the State of Bombay. Today, on account of short supply of coal, some of the mills have to be closed down or they have to get coal from Bihar and Bengal coal fields by steamers. The freight charge paid on account of transportation of coal by ships is twice as much as the freight for carriage by rail. Not only that. It entails a good deal of delay. So, this rail link was included.

What do we find today? The Minister replies that traffic and engineering surveys have been carried out for the following three alignments; Guna-Biaora-Agar-Ujjain (172.85 miles), Guna-Biaora-Shahjapur-Maksi (134.86 miles), Guna-Biaora-Agar-Nagda (173.83 miles). In these three links, a certain distance is common. That is, traffic and engineering survey carried on will not be for all the 175 miles, it will be far less. After 18 months of the starting of the Second Plan, we are still having traffic and engineering surveys only. In this too, I do not see where is the necessity for this third survey of the link, Guna-Nagda. Probably, Birla Brothers, the owners of the factories in Nagda have made a representation that the line should pass through that place. I do not see any other reason.

Three surveys have been undertaken. I do not know when the final traffic survey will be undertaken and when it will be completed, when the railway link will be taken up and when the line will be completed. It has been thoroughly discussed and decided when the second Plan was discussed that we only undertake to have new railways to the tune of 842 miles. There were several lines which were of great importance to certain areas. But, we decided to have 842 miles of new railway lines. I am afraid, at the rate at which we are going, we will not be able to have 842 miles of railways. What will happen? Even if this minimum is not

completed, I am afraid, the whole Plan will founder for lack of transportation facilities.

The Central Railway covers an area of 2,10,000 square miles and serves a population of 4.4 crores. The Central Railway passes through that beautiful Madhya Pradesh, endowed richly with natural resources, which remain unexploited. There are manganese and coal mines and forests too. Unfortunately, that land lies unexploited for want of proper transportation facilities. Even the roads in that State are completely inadequate. Even the Road transport cannot help. Therefore, it is very urgent and very necessary that this rail link should be undertaken. Not only that. Madhya Pradesh is one of the big States. If you see the railway mileage per square mile, it is less than in any other State in India, barring, of course, Assam. If you take the population basis also, it is low.

During the Second Plan period, we are going to have a big heavy electrical plant installed there. This coal is not only to be sent to the Bombay State, some of the coal has to go even south, because, the freight paid for transporting coal by steamer is very heavy. It works out, as was pointed by the Estimates Committee, to twice as much. If this link is not taken up, if the railway capacity is not increased, we will have to curtail the production of coal. We have a plan, a very ambitious plan to raise 60 million tons of coal. Already we know, coal miners are saying, we have accepted 10 million tons additional production in coal, but the railways are not going to transport it and, therefore, we need not worry about our development projects.

Another point that I would like to emphasise in this connection is, some energetic and effective steps should be taken. Even now, though late, it is not too late, and if energetic and effective steps are taken, I am sure this rail link which is 175 miles in length would be completed by 1961.

[Shri T. B. Vittal Rao]

I do not know why the Informal Consultative Committee is not constituted for the Railway Ministry. Whereas for all other Ministries there is the Informal Consultative Committee, here it is not constituted. Here, we are told that the National Railway Users Consultative Council is there wherein are represented some Members of Parliament and various interests are represented and that would be enough. But, in view of the fact that we have undertaken huge development projects, I would suggest that a small committee should be appointed. Last time, the National Railway Users Consultative Council met in February; I do not know when it will meet again. I do not think it has been re-constituted. In the meantime, I would urge upon the Minister to constitute a small sub-committee of non-officials and Members of the Railway Board. It must be a small committee consisting of 5 to 7 members. This Committee should be entrusted with the task of scrutinising the progress of our development plans especially with regard to new rail links, the doubling of tracks, and the dieselisation of tracks. They could meet either once in a quarter or, if it is too early, once in four months, but not less than three times a year to scrutinise and make certain recommendations to the Railway Board so that they can carry out these development works speedily so that we can keep up to our targets and thereby succeed in implementing the Second Five Year Plan.

श्री राधे लाल व्यास (उज्जैन) : मैं सब से पहले तो अपने मित्र श्री विट्ठल राव जी को धन्यवाद देना चाहता हूँ कि उन्होंने इस प्रश्न को यहां पर उठाया। उस समय तत्कालीन रेलवे मंत्री माननीय शास्त्री जी ने खुद उज्जैन से ग्वालियर तक उस रास्ते पर जा कर के वहां की कठिनाइयों को अनुभव किया था और ऐसा महसूस

किया था कि यह रेल बनना बिल्कुल जरूरी है। उस के बाद सर्वे हुआ तो इतना ही गया कि प्रथम पंचवर्षीय योजना में यह शुरू हो गया। ध्रुवल तो जबकि इस रेलवे लाइन को महत्वपूर्ण समझा गया तो ध्यान में जल्दी इस कार्य को पूरा क्यों नहीं कराया? खैर, जो कुछ हुआ, हुआ। सर्वे समाप्त हुआ। गुना से ब्यावरा तक ऐसा रास्ता है जोकि जो तीन मार्ग बनाये गये हैं, उन सब में कामना है। फिर इस गुना से ब्यावरा तक की लाइन को बनाने का कार्य क्यों नहीं प्रारम्भ कर दिया जाता? वह कार्य बहुत जल्दी शुरू हो जाना चाहिये। गवर्नमेंट सोचे और रेलवे बोर्ड सोचे कि कौन सा मार्ग अपनाना है। इस में देर क्यों की जा रही है?

दूसरे जब प्लेन में नई रेलवे लाइनों का उद्देश्य रखा गया है तो उस में यह भी है कि जो नये माल का उत्पादन हो: कोल, स्टील वगैरह, और भी बहुत सा सामान होगा, उस को भी इधर से उधर पहुंचाया और ले जाया जायगा। साथ जो रेलवे लाइन है, उस पर काम इतना अधिक बढ़ गया है कि दूसरी लाइन का बनना बहुत जरूरी हो गया है। उज्जैन और भोपाल की लाइन पर मालगाड़ियों का काम इतना बढ़ गया है जिस का कोई ठिकाना नहीं है। अभी पिछले दिनों में ने देखा कि अनाज के बैग्स भरे हुए स्टेशनों पर पड़े रहे। पानी आ गया और उनमें भर गया। उन में भ्रंश उठ आये, लेकिन तब तक बैग्स नहीं आ सके। मैं ने यह भी देखा कि सिहोर में बीस, बीस और पच्चीस पच्चीस दिन तक भरे बैग्स पड़े रहे। मैं ने जेनरल मैनेजर को इस के विषय में लिखा। लेकिन उन के पास से जवाब आया कि और नई लाइनें चलाने की गुंजाइश नहीं है क्योंकि काम बहुत अधिक हो गया है और मार बढ़ गया है। एक बात तो यह है कि जैसा मेरे मित्र श्री विट्ठल राव जी ने कह कि कोल इतना पैदा होने वाला है, दूसरा

श्रमान पैदा होने वाला है, उस को पहुंचाना है बम्बई में, मध्य प्रदेश में पहुंचाना है। मध्य भारत में पहुंचाना है जहां पर कि इंदौर और उज्जैन में काटन मिल्स काफी हैं। वहां कोल आदि की विक्रत है जोकि इसी लाइन पर जा सकता है। और सामान भी वहां बराबर पहुंचाया नहीं जा सकता। वहां पर भरे हुए वैगन्स पड़े रहते हैं। कई दिनों तक यात्री गाड़ियां रोजाना लेट आती हैं। मालगाड़ियों का घाना जाना वहां ऐसी क्वाकट पैदा करता है कि लोग परेशान हैं। इसलिये इस में देर नहीं होनी चाहिये।

जो भी थोड़ा बहुत रुपया किसी तरह से मिला है, उस को खर्च कर के भ्रगर रेलवे लाइन का ४० मील का टुकड़ा भी हम न बना सके तो माल का उत्पादन हो भी पायगा तो भी वह इधर धर नहीं पहुंचेगा। इस चीज से देश को लाभ नहीं दे सकता है। मैं जानना चाहता हूं कि इस कार्य में विलम्ब क्यों किया जा रहा है। इस को जल्दी से शुरू क्यों नहीं किया जाता? सब होने की मजूरी होने के बाद निर्णय में कुछ समय लगेगा। उस के बाद लैंड वगैरह का रिक्विजिशन करने के लिये बहुत सी कार्रवाई करनी होगी। आखिर यह कब से शुरू होगा। तीनों लाइनों के बारे में सब हुआ है। शाजापुर एक जिले का हेडक्वार्टर है, उस का भी ध्यान जरूर रक्खा जाना चाहिये। जी० आई० पी० ने भी पहले एक सबे करायो था। वह तो लड़ाई शुरू हो गई, जिस की वजह से यह काम रुक गया। आप के सामने यह रेकार्ड भी मौजूद है। छोटी से छोटी लाइन को पहले ले लेना चाहिये जिम में कम खर्च हो।

नागदा का प्रश्न है, पता नहीं यह प्रश्न कैसे उठाया गया, लेकिन मुझे मालूम हुआ कि एक बहुत बड़ी कन्समें ने कोशिश की थी और जगह जगह जा कर वहां के चैम्बर्स आफ कामर्स से और मंत्री कमेटीयां जो हैं, उन से प्रस्ताव पास कर के मिजबाया था

कि इधर से लाइन फिलनी चाहिये। उस ने खुद कोशिश की थी अपने इंटरस्ट में। यह नहीं होना चाहिये। उज्जैन और इंदौर दो बड़े महत्वपूर्ण शहर हैं, और देवास भी उन से निक कर लिया गया है। उन का सम्बन्ध गुना, राबगढ़ ब्यावरा के लोगों से है। तो क्या वह नागदा जा कर और चालीस मील का चक्कर काट कर फिर वापस आयेगे और इन जगहों को पहुंचेंगे? जितने भी गुड्स हैं वह भी क्या नागदा जा कर फिर वापस आयेगे। मैं नहीं जानता कि नागदा तक लाइन बनाने का खर्च क्यों फुजूल किया गया और इस रेलवे क क्या जरूरत थी, जिस की वजह से उस को ले लिया गया। न उज्जैन वाली ने उस की मा की थी और न गुना वाली ने ही की थी। हमें बताया जाय कि यह किस ने चाहा था।

इन प्रश्नों का माननीय मंत्री महोदय उत्तर दे कि जल्दी से जल्दी यह कार्रवाई कब शुरू होने वाली है। वह इस के निर्माण कार्य में ज्यादा से ज्यादा जनता का सहयोग ले ताकि और विलम्ब अब इस में न हो। पता नहीं वह इस को लेने वाले हैं या नहीं। मैं बताना चाहता हू कि गवर्नमेंट इस के लिये कोई कमेटी बना दे इस क्षेत्र में ताकि वह ज्यादा से ज्यादा सहयोग जनता का ले सके और आप के काम में भी मदद करे, जिस से जल्दी से जल्दी यह काम पूरा हो जाय।

Shri Kadiyan (Quilon—Reserved—Sch Castes): I want to know whether the Railway Board is now in a position at least to state when the final engineering survey will be carried out I also want to know when actually the construction of this line will start

The Deputy Minister of Railways (Shri Shah Nawaz Khan): I am grateful to the hon. Members who have initiated this debate and given me an opportunity of explaining the position. It has been alleged that there has

[Shri Shah Nawaz Khan]

been undue delay in carrying out these surveys. This line was sanctioned in June 1955 and the field work of engineering survey was started in December the same year. It has been going on and my friends Mr. Vittal Rao and Mr. Radhelal Vyas might be glad to know that it has been completed in January this year. Even when the survey was ordered, it was thought that it will take about fourteen months and it has not taken any time longer than what we anticipated.

The hon. Members will appreciate that when a line is selected for carrying out survey work, there is a lot of preliminary work to be carried out. Then, in addition to this line which is to be constructed newly, there are other works such as doubling of 214 miles of track, 191 miles of electrification, conversion of 154 miles in the Central Railways etc. All these works call for expert engineering survey and that survey makes a call on our engineering personnel. So, for all such surveys engineering personnel is required and, as the hon. Members are aware, we do not have very much surplus staff, particularly in the engineering line. So, these surveys were carried out, and I again reiterate that there has been no undue delay. Even the traffic survey, which was started in December 1955, was completed in October 1956. After the surveys are completed, all these dates have to be compiled and consolidated. We hope to receive the full report in the Railway Board by October, that is in a couple of months from now, and as soon as we receive it, I may assure the House, from this end there will be no delay.

We are fully aware of the necessity of constructing this line as early as possible. The House is aware that this line is being constructed as an alternative to the doubling of the Bina-Bhopal section which has almost reached the saturation point.

I am very grateful to my friend Shri T. B. Vittal Rao for drawing attention to the utmost necessity of completing this work as early as possible and also its effect on South, particularly on coal traffic, and its usefulness for opening up the Madhya Pradesh area which is very rich in natural resources. We are fully aware of all these things.

The House is aware that recently the Railway Board had to send a mission to negotiate with the World Bank. Luckily they were successful in their efforts and we have been able to secure a substantial amount of foreign aid. Also, when I made that last statement to which my hon. friend took objection, we had a mission that had gone abroad to secure materials, particularly iron and steel. Only the other day my senior colleague, the Railway Minister, made a statement in the Rajya Sabha in which he said categorically that he was glad to inform the House that the railways are now in a position to say that as far as we are concerned, the Second Plan will succeed and we will be able to complete all our targets.

So, all I can say is that we have succeeded in our negotiations for the procurement of the requisite amount of iron and steel. As I said in my reply the other day, we were very short of track material and were experiencing great difficulty. Luckily our mission that went abroad was successful. They have entered into firm commitments and we are now in a position to say that we will see that the Second Plan succeeds, and I can assure the House that on account of the railways the Second Plan will not fail.

As I said, we hope to start this work as early as possible. I cannot give a firm commitment, but as far as we can foresee we will be able to fulfil our targets. As far as this line is concerned, we hope we will be able to complete it but we cannot say so

finitely. It depends on so many
ctors. Unforeseen factors crop up,
it as far as we can foresee we will
art this work without any undue
lay and we will do our utmost to

complete it as early as possible.
17-44 hrs.

The Lok Sabha then adjourned till
Eleven of the Clock on Monday the
26th August, 1957.
