

[Dr. K. L. Shrivastava]

consultation between Government and the Commission, with the result that today we have set up an institution which, on the one hand, is a guardian of the autonomy of Universities and, on the other, is implementing the national policies and programmes of the State.

I do not like to take more time of the House. I am grateful to the hon. Members who have participated in this debate.

Mr. Deputy-Speaker: The question is:

"That this House takes note of the Report of the University Grants Commission for the period April, 1957—March, 1958 laid on the Table of the House on the 17th February, 1959".

The motion was adopted.

15:22 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS—RAILWAYS

Mr. Deputy-Speaker: The House will now proceed with discussion and voting on Supplementary Demands for Grants in respect of Railways for 1959-60.

Motion moved:

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"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, 1960, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 15—CONSTRUCTION OF NEW LINES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 18,00,000 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, 1960, in respect of 'Construction of New Lines'."

There are also several cut motions tabled. Cut motion No. 1 is out of order. We cannot bring in new things to the new services for which money is being asked for, not a new line in Orissa. Cut motions Nos. 2 and 4 are in order. No. 3 is out of order; so are Nos. 5, 6 and 7, as also No. 10.

So the numbers of the cut motions permitted to be moved are: 2, 4, 8, 9, 11 and 12.

Need for a bigger provision for survey of the proposed new Diva-Panvel-Uran Section

Shri Naushir Bharucha (East Khandesh): I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,00,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Need to expedite construction of the new Diva-Dasgaon railway line

Shri Naushir Bharucha: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 18,00,000 in respect of 'Construction of New Lines' be reduced by Rs. 100."

Non-inclusion of survey work regarding the construction of a Railway Diva-Panvel Uran-Dasgaon line

Shri Assar (Ratnagiri): I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,00,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to make adequate provision to expedite survey work of Diva-Panvel-Uran line

Shri Assar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 3,00,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100."

Need to take up construction of Uran-Dasgaon line simultaneously with Diva-Panvel Uran section on Diva-Dasgaon line

Shri Assar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 18,00,000 in respect of 'Construction of New Lines' be reduced by Rs. 100."

Non-allotment for construction of Uran to Dasgaon section on Diva-Panvel-Uran-Dasgaon line

Shri Assar: I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 18,00,000 in respect of 'Construction of New Lines' be reduced by Rs. 100."

Mr. Speaker: These cut motions are now before the House.

Shri Naushir Bharucha: I desire to be extremely brief, I will not take more than five minutes.

I may assure the hon. Minister of Railways at the start not to get startled at my cut motions because I propose to withdraw them. In fact, I am very glad that the hon. Minister has taken up the question of construction of the Diva-Dasgaon railway. But my disappointment comes from the fact that he is asking by way of supplementary demand only Rs. 1.50 lakhs to be spent in the whole of the year 1959-60. This indicates rather a very slow rate of progress. After all, what can be done with Rs. 1.50 lakhs? I therefore

desire to know from him how far this matter has actually progressed. Has the preliminary survey been completed or not? There must have been a tentative preliminary survey which must have been completed before the detailed survey is undertaken. I presume that the amount of Rs. 1.50 lakhs is not for the detailed survey because Rs. 1.50 lakhs for the detailed survey for one year is too little; which means that probably the work of detailed survey will linger on.

Secondly, I should like to know whether preliminary estimates have already been made. If not, when are they going to be taken in hand.

Thirdly, if we turn to page 4, we find:

"The construction of B.G. line from Diva-Panvel-Uran, 39 miles in length is estimated to cost Rs. 3.6 crores."

The Minister of Railways (Shri Jagjivan Ram): I will draw the hon. Member's attention to the other Demand, No. 15.

Shri Naushir Bharucha: I take it that both the Demands are before the House.

Shri Jagjivan Ram: Yes.

Shri Naushir Bharucha: The estimate of Rs. 3.6 crores seems to me rather on the high side. There may be valid reasons for it such as there being too many culverts and bridges along that particular track. But I should like to know what is the cause of this estimate rather on the high side.

I should like to know what is the present estimate of the hon. Minister first with regard to the cost of the entire section Diva-Dasgaon and whether any preliminary estimate has been made. Secondly, when is the entire project proposed to be completed? I feel that if only a 20-mile stretch requires Rs. 3.6 crores, then

[Shri Naushir Bharucha]

asking now for only Rs. 10 lakhs to be spent has hardly any meaning. At this rate, God alone knows whenever the 30-mile stretch will be completed I would, therefore, appeal to the hon Minister to consider this matter and if necessary, come again with another supplementary demand. I can assure him that I will grant it.

Shri Panigrahi (Puri) I welcome the step that the hon Minister has taken in coming forward with a Supplementary Demand for the construction of these three new lines. The first line is for the economic growth of that area, the second is for development of the fertile belt irrigated by the Ganga Canal in Rajasthan, the third is for development of another neglected part of our country, Tripura, which has demanded improvement.

While congratulating the hon Minister on asking for these grants, I would like to bring to his notice that when efforts are being made to develop all those backward regions, my State, Orissa, which is really backward is not being given attention. Efforts to construct railway lines in Orissa are not being made.

Mr. Deputy Speaker Would he like to refuse these Demands?

Shri Panigrahi. No I would support them, and because efforts are not being made to have railway lines in Orissa, I would ask for more. That was why I said that I wanted more lines to be laid.

Under Demand No 15, there is also provision for new lines and restoration of dismantled lines. In Orissa there are two lines one is from Palasar to Parlakhemedi and the other is from Rupsa to Bangaripose. For the last 60 years, these two lines are there. But no replacements or improvements have taken place. You know that the hon Minister said at the time of the discussion of the Railway Budget that they had sanctioned

the construction of a new railway line in the Dandakaranya area and the Government of India were going to invest more than Rs 100 crores of rupees for developing that area and going to settle nearly 30,000 refugee families there. But the urgent need of this area is development of its communications and railway lines.

I would urge upon the hon Minister that it is not only sanctioning a line. Survey work was completed and some Rs 10 lakhs were spent. But no work has started yet, although the area is being cleared and more than 30,000 families will settle there, the communications are not developed. I request the hon Minister to expedite the construction of the line in the Dandakaranya area.

One more point and I shall finish. The second point is this. It is with regard to the new railway line connecting the mining areas in Sukinda in Orissa to the port of Paradip. The hon Minister of Railways has been always helpful so far as the provision of transport facilities for the export of iron ore from this area is concerned. But you will be surprised to know that at present iron ore is being carried from this mining area to the railhead at Jajpur Road by trucks and then from there it is being carried by railway to another place and from that place again it goes to the port of Paradip. It has been calculated that if a railway line is laid out connecting the port of Paradip with the Sukinda mining area, the transport cost of iron ore comes down to about Rs 7 or Rs 8 per ton.

This morning, in answer to a question, the hon Minister of Commerce and Industry said that the Japanese Steel Mission are negotiating for the export of four million tons of iron ore even from 1960 onwards. I know they are also proposing to take at least half of this iron ore from Orissa, from the Sukinda mining area. I would urge upon the hon Minister that they must include the survey of his line from Sukinda connecting the

port of Paradip It will be very much helpful by way of earning foreign exchange.

श्री आसुर : उपाध्यक्ष महोदय, जब रेलवे मंत्री जी ने यहाँ पर दिवादास गांव रेलवे लाइन बनाने की घोषणा की थी तो हमने उनको उसके लिए बन्धुवाद दिया था।

उपाध्यक्ष महोदय क्या आज आप वह बन्धुवाद वापस लेना चाहते हैं।

श्री आसुर लेकिन जो पूरक माग रखी गयी है उसको देखने से पता चलता है कि जैसा पहले बताया गया था कि कोनकण के विकास के लिए दिवादास गांव रेलवे बनायी जायेगी, वह बात नहीं है बल्कि यह तो दिवा पनवेल और उरण तक ही बनायी जाने वाली है। इससे तो कोनकण का विकास नहीं हो सकता है। यह तो डिफेंस के लिये काम दे सकती है। इस लाइन का कोनकण के विकास से कोई सम्बन्ध नहीं है। पनवेल से तो बम्बई को बसें जानी है और एक रेलवे स्टेशन भी इसके नजदीक है। उरण से स्टीमर और लाघ बम्बई आते रहते हैं। तो इस लाइन में कोनकण का तो कोई विकास होने वाला नहीं है। अगर आपको कोनकण का विकास करना है तो आपको दास गांव तक इस प्रोजेक्ट को ले जाना चाहिए। रेलवे मन्त्रालय ने केवल सर्वे के लिए एक लाख ५० हजार रुपया रखा है। अगर दिवादास गांव लाइन को बनाना है तो उसके लिए पूरक माग को बढ़ा कर ज्यादा रकम रखने की आवश्यकता है। साथ ही कांस्ट्रक्शन के लिए जो दस लाख की रकम रखी है उसको भी बढ़ाना चाहिए। मेरी रेलवे मन्त्रालय से प्रार्थना है कि कोनकण के विकास की भावना को ध्यान में रखते हुए इस लाइन को दास गांव तक प्रबन्ध ले जाना चाहिए।

एक समय यहाँ इस बात को लेकर एजीटेशन हुआ था। उसको खत्म करने के

लिये सरकार की धोर से एक ऐलान किया गया था कि दिवादास गांव लाइन बनायी जायेगी। उस ऐलान को पूरा करने के लिये प्रयत्न करना चाहिए। इसलिये मेरी रेलवे मन्त्रालय से प्रार्थना है कि इस प्रोजेक्ट को दिवादास गांव तक ले जाया जाये और इसके लिये पूरक माग में ज्यादा रकम का प्रबन्ध किया जाये।

Shri T. B. Vittal Rao (Khammam):
Mr Deputy-Speaker, Sir, I support these demands because every mile of railway line added will be most welcome, as in our country the ratio of railway line to the population or to the area is very low. What I find from the demands that have been submitted is, there is a provision of Rs 15 lakhs for survey. I do not know why a fresh survey is being conducted for this Diva-Panvel-Uran rail link. I remember very well that there was a survey already conducted for Diva-Dasgaon railway line. This is only a part of that railway line. I do not know why there is a provision of Rs 15 lakhs for this survey.

Coming to the cost of the railway line, it is estimated that it is going to cost about Rs 36 crores. This is a line which is just 30 miles long. So, that would mean that for every mile it will cost about Rs 12 lakhs. Maybe it is a hard terrain. What I am not able to understand is the disparity between these three lines in the matter of the cost of construction. For instance, The Diva-Uran-Panvel railway line will cost about Rs 12 lakhs per mile. The Hindumalkot-Sri Ganganagar line will cost about Rs 3½ lakhs per mile. There of course there is a note that Rajasthan Panchayat Samiti or Sangh is going to give some Shramdan labour. But is it going to be to such an extent that the rate would work out to Rs 3½ lakhs? It is stated that it will cost about Rs 60 lakhs. But it is for a length of 17.82 miles, that is, 18 miles. That would cost Rs 3½ lakhs per mile. So, I would like to know how this was computed.

(Shri T. B. Vittal Rao)

Recently, we have seen how estimates are inflated and how over-payments are being made and how senior officers of some railways have been suspended. Therefore, I would like to know it and I should like to have a proper explanation which should have been given while giving these three railway lines as to why the cost for one railway is Rs. 12 lakhs per mile and the cost in another railway is Rs. 3½ lakhs per mile. Is he going to expect the labour from Shramdan from the Rajasthan Panchayat Sangh to the extent of nearly Rs. 1.5 crores? This has to be explained.

Then, the Patharkandi-Dharmnagar line in the North East Frontier Railway is 21 miles in length. It costs about Rs. 2 crores. There again, it works out to Rs. 10 lakhs per mile. After all, this line is laid on a plain area. I am not therefore able to understand why we should spend so much on it.

However, the amount that has been provided for the construction of all these railways is very low. For the Diva-Uran-Panvel railway only Rs. 10 lakhs have been provided. For the Hindumalkot-Sri Ganganagar line, it is only Rs. 2 lakhs. For the construction of the Patharkandi-Dharmnagar line in the North East Frontier Railway only Rs. 6 lakhs have been provided. At this rate, you will have only the satisfaction of these railway lines being taken up, but the execution and the completion of these lines will take a pretty long time.

We have seen what has happened. For the simple Hingoli-Khandwa line, we have seen how long it has taken. It is a railway line of 186 miles in length. Still, I do not know when it will be completed. It is stated that it will be completed sometime in 1960. For a rail link of 186 miles it has already taken more than five years. Is this the rate at which we are going to construct our railway

lines? It will be a bad day for us if the same thing is being repeated. For these railway lines, as soon as they are taken up, they should be in a position to complete them as quickly as possible.

One point more and I have done. The Railway Minister in the course of his reply to the general discussion on the railway budget said that the taking up of certain railway lines was under active consideration. I am glad he has come out with supplementary demands for three railway lines. He said that some other railway line was under active consideration of the Ministry and about which he said he would be announcing the Government's decision by the end of this session. That railway line has not been included.

Shri Jagjivan Ram: What is that line?

Shri T. B. Vittal Rao: I mention the Hasan-Mangalore railway line. This is a link for which a survey has been going on for a pretty long time. We expected that at least by the end of this session the Minister would announce the decision about it. I hope that he will say something about that railway line.

श्री राम कृष्ण गुप्त (महेन्द्रगढ़): मिस्टर डिप्टी स्पीकर, सर, रेलवे के एक्सपेंडीचर के लिए जो सप्लीमेंटरी डिमाण्ड्स फ़ार ग्राण्ट्स पेश की गई हैं, मैं उनकी तारीफ़ करने के लिए खड़ा हुआ हूँ जो डिमाण्ड्स मंजूर की जा रही हैं, उनसे तीन नई लाइनें बनाई जायेंगी, यह बड़ी खुशी की बात है। मैं इस सिलसिले में सिर्फ़ इतना ही कहना चाहता हूँ कि चंडीगढ़-शुबियाना लाइन बहुत महत्व रखने वाली है। पिछले दिनों जब रेलवे बजट पर बहस हो रही थी, तो उस समय भी इस रेलवे लाइन के बनाने के लिए बड़ा जोर दिया गया था। जैसा कि आप जानते हैं, चंडीगढ़ पंजाब की राजधानी है। इस लिए यह बहुत जरूरी है कि जयापरी से चंडीगढ़

और बंटीगढ़ से नृपियाना रेलवे लाइन जरूर बनाई जाये, ताकि पंजाब की राजधानी अवाचा तरफकी करे और लोगों की वहाँ जाने जाने में सहूलियत हो और पंजाब की राजधानी जैन लाइन पर आ जाये। इस लिए मैं इस बात पर खास तौर पर जोर दूंगा कि इस सिलसिले में पूरी कोशिश की जाय और इस लाइन को बनाने का काम भी सरकार हाथ में ले।

दुसरी तजवीज मैं यह करना चाहता हूँ कि पंजाब में रोहतक-पानीपत की एक डिस-मैटल रेलवे लाइन है। गौहाना तक उसका हिस्सा बन गया है। माननीय मंत्री जी से मेरी अपील है कि बाकी हिस्से को भी तामीर करने का काम हाथ में लिया जाय। यह लाइन आज से कई साल पहले डिसमैटल की गई थी। इसको पूरा करने से पंजाब के हिन्दी स्पीकिंग एरिया, जो कि एक बैकवर्ड इलाका है, के लोगों को जानेजाने के लिए फैसिलिटीज मिलेंगी। इसलिये मैं जोर दूंगा कि इस रेलवे लाइन के काम को भी हाथ में लिया जाये।

श्री यू० चं० जैन (कैबल) : डिप्टी मिनिस्टर साहब गौहाना गए थे और उन्होंने कहा था कि को कनसिडर किया जायगा।

श्री जगजीवन राम : प्राप बैकवर्ड है, यह तो प्राप कबूल नहीं करेंगे।

श्री राम कृष्ण गुप्त : पिछली दफा जब रेलवे बजट पर बहस हो रही थी, मैंने उस वकत भी बहुत जोर दिया था कि भवानी और रोहतक के दरमियान नई रेलवे लाइन बनाने की बहुत जरूरत है। भिवानी और रोहतक पंजाब के हिन्दी-स्पीकिंग एरिया के सबसे पुराने और मजहूर मजहूर हैं। मैं कहना चाहता हूँ कि पिछली सत्राई से पहले इस रेलवे लाइन के बनाने का प्रसला भी हो गया था और मुझे पता चला है कि उस का सार्वे भी हो गया था। मैं समझता था कि

भावादी के बाद सब से पहले इस रेलवे लाइन को तामीर करने के काम को हाथ में लिया जायगा, लेकिन मुझे बड़े भ्रमसे के साथ कहना पड़ता है कि इस तरफ अभी तक कोई ध्यान नहीं दिया गया। इस सिलसिले में सिर्फ इतना ही कहना चाहता हूँ कि रोहतक और भिवानी का रोड के जरिये सिर्फ तीस मील का फासला है, जब कि बखरिया रेल कोई जाना चाहे, तो तकरीबन १४५ मील का सफर तय करना पड़ता है। ऐसी मिसाल शायद प्राप को हिन्दुस्थान के किसी हिस्से में नहीं मिलेगी।

श्री जगजीवन राम : बहुत सी जगहें हैं।

श्री राम कृष्ण गुप्त : इस लिए मैं जोर दूंगा कि इस रेलवे लाइन की तरफ भी पूरा ध्यान दिया जाये।

इन शब्दों के साथ मैं इन डिमांड्स की टाईड करता हूँ और मुझे पूरी आशा है कि माननीय मंत्री जी जरूर इस तरफ ध्यान देंगे और इन तीनों रेलवे लाइनों को बनाने के काम को हाथ में लेंगे।

घाखिर मैं मैं इतना ही कहना चाहता हूँ कि इस साल जो नई रेलवे लाइन बनाई जायगी, वह तकरीबन ५०० मील के करीब होगी और तकरीबन २८५ करोड़ खर्चा लक्ष किया जायगा। लेकिन उन में ऐसी कोई रेलवे लाइन नहीं है, जो कि नार्दरन जोन में बनाई जाय, सिवाये इस के गुड्ड चैसिलिटीज प्रोवाइड करने के लिए दिल्ली-अधुरा लाइन शकूर बस्ती और बावली के साथ मिलाई जायगी। इस लिये यह जरूरी है कि इन तीनों लाइनों की तरफ, जो कि नार्दरन जोन में हैं, पूरा ध्यान दिया जाये।

Shri Achar: Mr. Deputy-Speaker, Sir, I welcome the Supplementary Demands, especially the demand with regard to the Diva-Panvel-Uran line.

[Shri Achar]

If we look at the general railway map of India, we have got railways practically all over India from Calcutta to near about Rameswaram, from Calcutta to Jullundur, to the end of Punjab and so on. We have also got lines up to Bombay and since a year or two ago, also a line from Cochin to the southern end of India. The only area left out,—I would say very partially—is the area which is called Konkan—from Mangalore to Bombay. In the whole railway map of India, this is the only area—I will not say 'neglected'—but somehow it is one which has not caught the eye of our hon. Railway Minister.

I am really very thankful that at least a beginning is made. It is only 30 miles. The coast-line from Bombay to Mangalore is about 400 miles. But let me hope that this is the beginning. I am very thankful to Shri Bharucha for saying that the demand is too small and it should be much more. The pace also must be quicker. All the same, I am extremely thankful that a beginning is made and at least 30 miles of railway line are being taken up. I find the Railway Minister also has recognised the fact that this is a very backward area. It is said here :

"The construction of a B.G. line.....

Mr. Deputy-Speaker: Why read it to the Minister? He has himself said it; why remind him of that again?

Shri Achar: He has recognised this is a backward area. He says :

"The construction of a B.G. line from Diva-Panvel-Uran 30 miles in length and estimated to cost Rs. 3.6 crores will help the economic growth of this part of the underdeveloped Konkan region. .

So, the words "this part of underdeveloped Konkan region" show that

he realises the whole of Konkan area is underdeveloped and that area has not been attended to.

As I said, at least a beginning is made and I am thankful to the Railway Minister. At the same time, may I also appeal that the pace may be a little faster and not at the rate of Rs. 1.50 lakhs? Of course, we were told in the reply to the general debate that the line will be taken up in the next Plan. Only a beginning has been made and for that purpose, this small amount has been provided.

I have one more appeal to make. Bombay is the northern-most point in the Konkan area. From north, he has begun to proceed towards the south by about 30 miles. May I also request him that he may also begin from the south and proceed to the north. May I suggest a line at least from Mangalore to Udupi can be taken up, so that the line may proceed from the south and from the north? I hope without much delay this much-needed railway line also will be taken up and completed and this area will not be treated partially. As I pointed out, all over India, we have got railway lines. Why should not this area also have a railway line for 400 miles? I would request the hon. Railway Minister to take up this matter

Then, in his reply to the general debate, the hon. Minister said that the line between Mangalore and Hasan also is being seriously considered. I should say I am disappointed a little to find that there is no demand made for that purpose also. The survey is over and there is the report. Everywhere from Deccan you have got connection to the coastline, except this place. Take the east coast; from Deccan see how many places are connected. Only in the west coast, from the table-land of Deccan, between the Western Ghats and the Eastern Ghats, only in this Konkan area, there is no connecting link except to Goa. Unfortunately,

that is not in our hands. So, we find there is no connecting link between Deccan and the coast. We have iron ore there. Otherwise, even Mangalore-Hasan railway line, which was surveyed long ago, would not have been agreed to. Now, I hope Government will consider that aspect of the question. I expected an announcement by this time. Now I hope that the Railway Minister will make an announcement to day that the Hasan-Mangalore line will immediately be taken up, if not now.

श्री श्रीलारायण दास (दरभंगा) :
उपाध्यक्ष महोदय, रेलवे मंत्रालय की तरफ से जो पूरक अनुदान की मांगें पेश की गई हैं, इनका मैं समर्थन करने के लिए खड़ा हुआ हूँ।

इस मौके का लाभ उठा कर मैं अपने निर्वाचन क्षेत्र के बारे में कुछ कहना चाहूंगा। वहां पर जिस चीज की बहुत समय से मांग की जा रही है और जोकि बहुत आवश्यक चीज है और जिस को रेलवे मंत्रालय ने महसूस भी किया है, उसकी धोरत मैं माननीय मंत्री महोदय का ध्यान दिलाना चाहता हूँ। उत्तर बिहार में पूर्वोत्तर रेलवे है। वहां पर समस्तीपुर से दरभंगा तक जाने के लिए एक सिंगल लाइन है। समस्तीपुर चार लाइन का जंक्शन है और उसी तरह से दरभंगा भी चार लाइन का जंक्शन है। रेलवे बोर्ड ने इस बात को महसूस किया कि प्राप्रेशनल एफिसेंसी के लिए तथा चार लाइन तक सामान तथा यात्रियों के आने जाने के लिए तथा सामान के भ्रष्टाचारी तरह से ढोये जाने के लिये दरभंगा समस्तीपुर के बीच में लाइन को दोहरा बनाया जाये और इसकी जांच पड़ताल भी की गई थी और जांच पड़ताल होने के बाद यह तय भी पाया गया था कि इस काम को हाथ में लिया जाये और लोगों को आशा हो गई थी कि अब इस काम को हाथ में लिया जाने वाला है। फिर उस के बाद यह सुनने में आया कि समस्तीपुर से दरभंगा तक की लाइन को दोहरा करने के अंगर एक लाइन नई बनाई जाये जिस से

नये क्षेत्रों को कवर किया जा सके, मुजफ्फरपुर से दरभंगा के लिये लाइन को डाइवर्ट किया जाये तो भ्रष्टाचारी होगा और इस हेतु यह प्रस्ताव हुआ था कि मुजफ्फरपुर से दरभंगा तक की लाइन बनाई जाय। उसका ट्रेफिक तथा इंजीनियरिंग सर्वे भी हुआ था और उन के बाद कई बार यहाँ सवाल पूछे गये हैं और उनके उत्तर में यही कहा जाता रहा है कि सर्वे की जो रिपोर्ट है यह विचाराधीन है और जल्दी ही निर्णय होने की आशा है। इसके बाद मुनने में आया था कि या तो समस्तीपुर-दरभंगा लाइन को दोहरा किया जायगा या मुजफ्फरपुर से दरभंगा तक की लाइन बनाई जायेगी और ये दोनों ही लाइनें मेरे क्षेत्र में पड़ती हैं। इससे लोगों की आशायें बंध गई थी कि एक भ्रष्टाचारी होने वाली है और जैसा वातावरण था उससे मालूम पड़ा कि यह सब चीज होने वाली है। अंगर दोहरी लाइन नहीं की जाती है तो मुजफ्फरपुर से दरभंगा तक की लाइन बन जायेगी। इस सवाल की कई बार उठाया गया है और इसके उत्तर में कहा गया है कि चूंकि ट्रेन भ्रष्टाचारी नहीं है इस वास्ते मुजफ्फरपुर-दरभंगा लाइन को बनाने का काम स्थगित कर दिया गया है। उपाध्यक्ष महोदय, मेरी समझ में नहीं आता है कि दरभंगा जिले में जितनी लाइनें हैं उनके लिये तो ट्रेन भ्रष्टाचारी है, लेकिन मुजफ्फरपुर और दरभंगा लाइन के लिए ट्रेन भ्रष्टाचारी नहीं है, यह कैसे हो सकता है। मैं समझता हूँ कि अंगर नफे के खयाल से भी देखा जाये, ट्रेफिक के खयाल से भी देखा जाये, प्राप्रेशनल एफिसेंसी के खयाल से भी देखा जाये तो पता चलेगा कि हर सिंहावल से यह चीज फायदेमन्द साबित होगी। लेकिन अभी तक उसका निर्णय नहीं हो पाया है।

अब एक नई चीज हो गई है। मोफामा पुल बन चुका है और वह लुल भी गया है। मैं समझता हूँ कि अब तो और भी ज्यादा इस चीज की आवश्यकता महसूस की जा रही है कि मुजफ्फरपुर से दरभंगा के लिए लाइन को डाइवर्ट किया जाय। बरौनी से लेकर दरभंगा

[श्री जीनारायण दास]

तक कम से कम बड़ी लाइन तो बन ही जानी चाहिये। बंसा पुल जो बना है वहाँ पर बड़ी लाइन है और उस बड़ी लाइन को एक्सटेंड करके बरबंगा तक ले जाया जा सकता है और अगर ऐसा किया गया तो हमारे क्षेत्र को संतोष हो जायगा कि दोहरी लाइन नहीं बनी तो कम से कम बड़ी लाइन तो बन गई है। मैं प्रार्थना करना चाहता हूँ कि मुम्बईपुर से बरबंगा तक लाइन बनाने का प्रयत्न किया जाये और बरौला से बरबंगा तक की लाइन को बड़ी लाइन किया जाये।

इसके अलावा मैं यह भी कहना चाहता हूँ कि बहुत पहले बिहार सरकार ने केन्द्रीय सरकार के पास इस बात की स्वीकृति भेजी थी कि हसनपुर से लेकर जो मार्ग इस्टर्न रेलवे पर है, सकरी तक लाइन बिछाई जाये। पुराने जमाने में इसका सर्वे भी हो चुका है। मैं चाहता हूँ कि उस लाइन को बनाने का प्रयत्न भी आपकी तरफ से हो। मुझे विश्वास है कि दूसरी योजना में नहीं तो तृतीय योजना में उस लाइन को बनाने का अर्र प्रयत्न किया जायेगा।

Shri C. M. Kedarla (Mandvi—Reserved—Sch. Tribes): I would like to draw the attention of the Railway Minister to the fact that already there has been a survey regarding the Tarapur-Cambay line; but due to certain difficulties that proposal has been dropped. Now Cambay has got its importance, because of oil. So, I would request the Minister to take up that line, especially when the whole line has already been surveyed by the Railway Board. On looking at the present supplementary grants, I find that the demands are too small. So, I would request the Railway Minister to increase the demand, because the importance of the railway line has already increased.

Secondly, I would request the hon Railway Minister to convert the Waghai-Billimora line, which is a narrow-gauge line, into broad-gauge. That line has assumed importance

because of the export of timber from Dang to Saurashtra and other places. Now because it is a narrow gauge, so shifting has to be done at Billimora and so much damage and delay is being done and the business of timber is suffering. So, I would request the hon. Railway Minister to include that also in the present programme.

Shri Tangamani (Madurai): Mr. Deputy-Speaker, normally I would not have supported the supplementary demands immediately after the introduction of the budget a few weeks ago.

Mr. Deputy-Speaker: That is the attitude of the hon. Member?

Shri Tangamani: Yes Sir.

Mr. Deputy-Speaker: All right. Then I have no objection.

Shri Tangamani: This has been commented upon by the Public Accounts Committee also, and the Public Accounts Committee has stated that suitable steps must be taken for improving the financial control by the Railway Ministry. They have also expressed surprise at the fact that the Ministry is not in a position to assess the requirements accurately. They had also commented how the Ministry come with Supplementary Grants even though they had not spent the original appropriation. I am mentioning this so that this aspect of it may not be ignored.

But, in this particular case, they have given reasons why these supplementary grants had to be given—the decision re: these new lines was taken after the introduction of the budget for 1959-60. Having taken the decision, I am in full agreement with some of the hon. Members that they need not be so sparse . . .

Mr. Deputy-Speaker: Shy in their demands.

Shri Tangamani: Yes, shy in their demands. Because, so far as Tripura is concerned, no particulars are mentioned. It is good that Tripura is going to be connected by a railway

link. But only Rs. 6 lakhs has been set apart for this for the current year, although the total estimated cost will be about Rs. 2 crores. And I do not know how long it will take for the Tripura rail link to be completed. What I want to impress upon the Railway Minister in this connection is that these lines should be given top priority and must be speeded up. It should not take the normal time. The hon. Minister knows the demand of the Southern Railways. So, I do not want to mention that similar priority has got to be given to work there.

Another point which I would like to mention is about Demand No. 2, and that deals with miscellaneous items. Although it is linked up with the construction of new lines, it is broadly the work of the railways as a whole—miscellaneous charges and cost of statutory audit. The charged amount represents the cost of Railway Wing of the office of the Comptroller and Auditor-General of India. These additional funds are required to meet the expenditure of these new railways

16 hrs.

Now, I would like to mention one or two things which have struck me very recently. I was travelling on the North-Eastern Railway recently. The Railway Guide warns us that those who have prepared the Railway time-table do not guarantee that the time-table can be relied upon. Then they also say that they do not guarantee the actual timings. Actually, those things must be deleted. It really strikes one in the face. How can we have a Railway Guide and the time-table and be told, "You cannot depend upon what is contained in this"? I would like the hon. Minister to look into this.

Mr. Deputy-Speaker: If the Railways were to guarantee punctuality, then everyday there will be litigation and suits coming up.

105(A) LSD—7.

Shri Tangamani: I am coming to that point.

On the 1st April, 1959, two Railway Guides were issued. There is one called the All-India Railway Time Table, in force from the 1st April, 1959, and there it says that the departure time of No. 16 Grand Trunk Express from New Delhi is 17.00 hours. Then there is the other time table which I find is from the Southern Railway, in force from the 1st April, 1959. The departure time...

Mr. Deputy-Speaker: Of course, it is a new service and some matters of policy could be discussed. But then they should be in connection with the service that is being introduced and for which the Demands are made.

Shri Tangamani: This deals with the general expenditure. I am mentioning only one point.

The departure time from New Delhi is shown as 17.30 hours there. I do not know whether 17.30 hours is the present departure time or is it 17.00 hours. These matters, though they may be very minor matters, also may be looked into.

Shri T. B. Vittal Rao: There are several mistakes like that.

Shri Jagjivan Ram: Sir, I have not much to say but to thank the hon. Members for the kind words that they have said!

Mr. Deputy-Speaker: Would he ignore all those demands that have been made upon him for the construction of new railway lines?

Shri Jagjivan Ram: I am coming to it.

It is only a Supplementary Demand and certain hon. Members have made supplementary demands too in addition to what they made during the general discussion of the Budget. So, it will have a supplementary reply only.

(Shri Jagjivan Ram)

I want to make it clear that these three new lines are the lines to be included in the Third Plan. They are to be completed during that period. What we have done is that in order that they can be completed early in the Third Plan period, advance action should be taken on these three lines because survey work and then the land acquisition work takes a lot of time. In some cases we have experienced that where the Railway administration have made all necessary arrangements for the construction of the railway line, land could not be handed over by the State Government to the Railway administration and we could not proceed with the construction work. It has been delayed abnormally. In order to avoid all these contingencies, we are taking this action.

I may assure my hon. friend, Shri Bharucha, that the provision that we have made for the survey work is sufficient for the work. As he is aware, preliminary survey of this section has been done and this is only the final location survey that has to be done. We hope that we will be able to complete the final location survey and then we will request the Bombay Government to acquire the land for us. So, this is the action that we propose to take and if we succeed in completing this action during the course of the year, we hope that next year we will start some construction work on these lines. Therefore, ~~I will assure him that the provision that we have made is not insufficient for the work that we propose to complete during this year.~~

Shri Naushir Bharucha: If you run short of money, please do not be afraid of coming again to this House.

Shri Jagjivan Ram: I know the House will be kind and ~~generous~~ enough to grant the Demand.

Hon. friends have said, why not continue it up to Dagaon, that is, at

least the survey work? As I have said on previous occasions—and I want to repeat it here also—that I personally do not want to undertake any survey of a line if I am not sure that I will be constructing the line there. I am following this policy, that is, that unless I am assured that the construction will be undertaken in case the survey shows that we will get a reasonable return from the construction of this railway line, I am not going to order the survey. It creates hopes and expectations in the people of that area and if, after survey work, we say that we are not going to undertake this construction even if it is justifiable on return, that causes great disappointment. Therefore I do not propose at present to undertake the survey of Ura-Dasgaon line until I am assured that I will be in a position to undertake the construction of that line if the results of the surveys are encouraging. That is my point.

My hon. friend, Shri Vittal Rao, has enquired as to why there is so much disparity in the cost of construction of these lines. The cost of construction of a railway line depends upon several factors. It depends on the ~~terrain~~ of the area. It depends on as to how many bridges, major or minor, we will have to construct on the railway track. If the terrain is a difficult one the cost will naturally increase. If we will have to have a large number of bridges, the cost will increase. If the area is a plain one and bridges are not necessary, the cost will be less. Our cost at present varies from Rs. 6 lakhs to Rs. 16 lakhs per mile for the broad gauge, depending upon the area concerned. We are constructing one line in the Robertsganj-Garhwa area where the expectation is that the cost per mile would be something like Rs. 18 lakhs. In the Ranchi-Muri section—I ~~initiated~~ it myself—which is under con-

struction and where hard rock has to be cut and deep depressions have to be filled up the cost goes up. That also, I think, is going to cost us something like Rs. 14 to Rs. 16 lakhs per mile. ~~These are the rough estimates.~~ In Tripura also, it is a difficult area and not an easy area. These are rough estimates but as I have said the cost at present for the broad gauge is varying from Rs. 5 lakhs or Rs. 6 lakhs to Rs. 16 lakhs. A small area that we are going to take up in Jammu will cost even more than Rs. 16 lakhs per mile. I am afraid that it might exceed Rs. 20 lakhs per mile.

I had said in the House that it may be possible to say something definite about the Hasan-Managlore line during the course of this Session. I am afraid I am not in a position to say that at present.

Shri Basappa (Tiptur): We were so hopeful of it.

Mr. Deputy-Speaker: Shri Achar had moved forward to listen to that.

Shri Tangamani: He is very much disappointed.

Shri Jagjivan Ram: The question of construction of this line is linked up with the development of the port of Mangalore. The Planning Commission is seriously examining that question and I am still hopeful that in the near future the final decision will be taken in the matter.

Shri Achar: The hon. Transport Minister, Shri S. K. Patil, had announced that Mangalore port is being taken up.

Shri Jagjivan Ram: Therefore I say that as soon as the question of development of the Mangalore port has been decided, the question of the construction of the railway line from Hasan to Mangalore will also be finalised. Both are linked together.

I do not have to say about these three lines anything more. Questions,

have been raised about the construction of new railway lines in several areas in Punjab or in Orissa. I am not in a position to say anything definite about that. Of course, all these questions will be considered while formulating the Third Five Year Plan.

Shri Ram Krishan Gupta: What about the Chandigarh-Ludhiana line?

Shri Jagjivan Ram: That is also under consideration.

My friend Shri Panigrahi knows that the development of Paradip has not been finalised, and there is no likelihood of Paradip being developed into a major port or a medium port. The utmost capacity of Paradip will be 5 lakh tons of iron ore per year. A railway line to transport only 5 lakh tons a year will not be justified. And at present the National Harbour Board has laid down that it can transport 30,000 tons. Perhaps a railway line for that will not be justified.

But in order to transport large quantity of iron ore from the Orissa area, the Sambalpur-Tiplagarh line has been approved. As the House is aware, the Bandamanda-Pattasi railway line is under construction. So it cannot be said that Orissa has been totally neglected.

When Cambay develops, naturally the demand for the construction of a railway line for the transportation of the products from there will become inevitable and we will have to construct a railway line, but let us wait for that day when more hopeful signs develop in Cambay.

Shri C. K. Bhattacharyya (West Dinajpur): Will the hon. Minister give some assurance about the line in North Bengal from Khajuriaghat?

Shri Jagjivan Ram: Perhaps my friend has forgotten. It is already included in the budget.

Shri C. K. Bhattacharyya: I know that.

Shri Jagjivan Ram: Then what other assurance is necessary? It was included in the budget itself, the construction of a broad-gauge line from Khajuriaghat to Malda that has already been included in the budget.

Shri C. K. Bhattacharyya: My question was, the line was expected to go to Raiganj in the north and Balurghat in the east. From Khajuriaghat to Malda is only 23 miles. My question was whether the whole line can be expected within a reasonable time—and not only the twenty-three miles as in the budget.

Shri Jagjivan Ram: At present what has been provided in the budget is the construction of a broad-gauge line from Khajuriaghat to Malda in which direction it will be further extended, I am not in a position to say at the moment.

Sir, I do not have much more to say. I commend the demands to the House.

Mr. Deputy-Speaker: I do not think any cut motion is being pressed.

Shri Achar: I want to put one question.

Mr. Deputy-Speaker: Still he is not satisfied!

Shri Achar: The hon the Railway Minister was pleased to say that the construction of this line is connected with the development of Mangalore port. So far as the east is concerned you have got so many connections from the Deccan into the coast. But in the west we have not got any connections from the Deccan to the coast through the Western Ghat. So my point is why it should be connected with some other question. As a railway policy, when we are having all over India railway lines everywhere, why should this alone be connected with the development of the port and why should it not be taken up as a matter of railway policy?

Shri Jagjivan Ram: After we have launched upon successive Plans, the

construction of new railway lines has been linked with certain projects. Either it is coal or iron ore or the new industries or the transportation of raw materials from the hinterland to the ports. The present policy of construction of new railway lines is linked with these factors, and also operational efficiency. So we have to see whether, when we construct a railway line in a particular area, there is reasonable expectation of sufficient traffic offering for transportation.

Mr. Deputy-Speaker: So, all the cut motions are withdrawn by leave of the House.

The cut motions were, by leave, withdrawn.

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, 1960, in respect of the following demands entered in the second column thereof—

Demands Nos 2 and 15”

The motion was adopted.

16 15 hrs.

MOTION RE REPORT OF SANSKRIT COMMISSION

Mr. Deputy-Speaker: Now we shall take up the discussion on the Report of the Sanskrit Commission.

Shri Braj Raj Singh (Ferozabad): Up to what time are we sitting?

Mr. Deputy-Speaker: Two hours and a half.

Shri Braj Raj Singh: Are we to finish it today?