

prevent disruption of Rail services in West Bengal, the Central Government are going to appoint a high powered Committee ; and

(b) if so, the terms of reference of the committee and the names of its members ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : (a) No, Sir.

(b) Does not arise.

SHRI K. MALLANNA : May I know what are the steps taken to put an end to these increasing unlawful activities on the railways to ensure the movement of essential goods from State to State ?

SHRI HANUMANTHAIYA : Several steps have been taken to stop these thefts. The Railway Protection Force has been alerted and the cooperation of the State Governments' police is also sought and obtained. If the House is interested, I can give the figures a'iso. The police are taking very serious steps. In the month of May 1971 there were 23 cases of encounter on the Eastern Railway as a result of which 11 criminals were killed and an equal number injured. In the next month there were 20 armed encounters in which 11 criminals were killed and five injured. Up to July 14, 1971 there have been nine such encounters in which three criminals have been killed and an identical number injured. These people who come to steal come with arms and attack the police. There has been almost a regular warfare and in the last three months nearly 30 people have been shot dead and 17 RPF men have been wounded. Further, we have taken steps to arrest criminals as well as receivers of stolen property. So far 412 criminals and 12 receivers of stolen property have been detained under the West Bengal (Prevention of Violent Activities) Act. Because of these steps that we have taken, the crime is coming down. It may take a few more months for us to completely stop it.

SHRI K. MALLANNA : Mostly the stolen property receivers are encouraging these thefts and wagon breaking activities, May I know whether these stolen property receivers had been rounded up and what action has been taken against them ?

SHRI HANUMANTHAIYA : I have enumerated the figure. We have taken serious effective action not only against people who break wagons but also against receivers of stolen property.

मुजफ्फरपुर होकर जाने वाली समस्तीपुर-  
रक्सौल रेलवे लाइन की बड़ी लाइन  
में बदलना

\*1653. श्री कमल मिश्र मधुकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि मुजफ्फरपुर हो कर जाने वाली समस्तीपुर-रक्सौल रेलवे लाइन को बड़ी लाइन में न बदलने के क्या कारण हैं विशेषकर जब कि दरभंगा होते हुए प्रस्तावित समस्तीपुर रक्सौल रेलवे लाइन को बड़ी रेलवे लाइन में बदलने में बहुत अधिक व्यय आयेगा ?

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : Survey Report for conversion of the Samastipur-Raxaul M. G. section into B. G. for both the alternative routes, *via* Muzaffarpur and *via* Darbhanga, are at present under examination.

श्री कमल मिश्र मधुकर : अध्यक्ष जी, यह सवाल एक राजनीतिक सवाल बन गया है इस लिहाज से कि इसके पहले मुजफ्फरपुर के डिवीजनल हेडक्वार्टर को समस्तीपुर ले जाया जाये इस बात पर पोलिटिकल कारणों से मुख्य मंत्रियों के चलते प्रभाव पड़ा। और यह सवाल अभी भी पैदा हो चुका है जबकि मुजफ्फरपुर शहर त्रिहुत कमिश्नरी का सदर मुकाम है और बहुत बड़ा विजनेस सेन्टर है पूरे नार्थ बिहार में और इसके बाद भी जब सर्वे रिपोर्ट आपकी आ गई है जिसमें मुझे जानकारी है, इसमें बताया गया है कि समस्तीपुर से मुजफ्फरपुर होते हुए जाने वाली रेलवे लाइन अधिक एकोनामिक और उपयोगी होगी, मैं मन्त्री जी से जानन चाहूंगा क्या आपकी सर्वे रिपोर्ट में यह जो बताया गया है कि समस्तीपुर से मुजफ्फरपुर होकर बड़ी लाइन जो जायेगी वह अधिक एकोनामिक होगी—इस बात को आप कबूल

करेंगे या किन्हीं राजनीतिक कारणों से ही इस बात का निर्णय करेंगे ? यह बात मैं जानना चाहूंगा क्या सर्वे रिपोर्ट में यह बात बताई गई है कि मुजफ्फरपुर से समस्तीपुर जो रेलवे लाइन ले जाई जायेगी वह अधिक एकोनामिक होगी ?

**SHRI HANUMANTHAIYA :** I have no hesitation in admitting that the line from Samastipur *via* Muzaffarpur is more economical as compared to the other one *via* Darbhanga. But in the overall picture, it is neither a paying proposition. I assure the hon. Member that I am not subject to any political pressure nor is any such consideration weighing with me. I would like to inform the hon. Member that the real difficulty is one of money. Even where railway lines are desirable, as the hon. Member knows, there must be funds for the same. In the Plan, there is no money whatsoever for new lines and new conversions. That is why I have asked for Rs 250 crores. As and when we secure funds, this can be considered. Even though the Railway Board may decide that it is desirable to undertake a project, unless there is a budgetary provision, a Plan provision, it cannot be undertaken.

**श्री कमल मिश्र मधुकर :** मेरे सवाल का मंत्री जी ने जवाब नहीं दिया। जब आप ने खुद कबूल किया है कि दरभंगा से जाने वाली लाइन की अपेक्षा मुजफ्फरपुर से जाने वाली बड़ी लाइन अधिक इकोनामिक होगी, और मनी की बात आप कर रहे हैं तो उस में प्रायरेटी होनी चाहिये मुजफ्फरपुर जाने वाली लाइन को, और साथ ही इस बात को भी आप ने कबूल कर लिया है कि किसी पोलिटिकल प्रेशर से काम नहीं करेंगे, तो इस मामले में कब तक कार्यवाही होने की सम्भावना है। या चौथी पंचवर्षीय योजना के अन्दर यह बड़ी लाइन बन जयेगी समस्तीपुर से मुजफ्फरपुर हो कर, या नहीं बनने वाली है ?

**SHRI HANUMANTHAIYA :** If my hon. friend wants a definite answer, it will be to his disadvantage. I will not be able to take it up during the Fourth Five Year Plan.

**श्री यमुना प्रसाद मंडल :** अभी माननीय सदस्य ने जो कहा कि पोलिटिकल प्रेशर की वजह से डिब्बोजनल हैडक्वार्टर समस्तीपुर ले जाया गया इस में कोई भी तथ्य नहीं है।...

**अध्यक्ष महोदय :** आप प्रश्न पूछिये।

**श्री यमुना प्रसाद मंडल :** पोलिटिकल प्रेशर का कोई प्रश्न नहीं पैदा होता। क्योंकि यह देश का सब से घनी आबादी वाला इलाका है, 54 लाख की आबादी है और बड़ा स्ट्रैटेजिक एरिया है और कमर्शियल अन्डरटेकिंग का ह्याल रखते हुए अगर थोड़ा बहुत ज्यादा भी करना पड़े तो इधर उधर ब्रौड गेज लाइन जानी चाहिये, क्या इसके बारे में मन्त्री महोदय सोचेंगे ?

**अध्यक्ष महोदय :** आप तो उन के प्रश्न का उत्तर दे रहे हैं, अपना प्रश्न नहीं पूछ रहे हैं।

**श्री एन. एन. पांडे :** क्या मंत्री जी इस बात पर विचार करेंगे कि उन्होंने मीटर गेज को ब्रौड गेज में कनवर्ट करने के लिए कमेटी का निर्माण किया था जिस की रिपोर्ट 31 जुलाई तक आप के यहां आ गयी है और उस में उत्तर प्रदेश और बिहार को मिलाने की बात है, और छोटी लाइन को बड़ी लाइन में बदलने की बात आप स्वीकार कर चुके हैं, तो उस रिपोर्ट के आधार पर आप कोई योजना बनाने जा रहे हैं ?

**अध्यक्ष महोदय :** वह तो इस के बारे में न कह चुके हैं।

**SHRI N. N. PANDEY :** A Committee was formed to convert the metre-gauge into broad-gauge and that Report has already come to the Railway Board. I wanted to know what action the Railway Minister is going to take on that Report. He has also replied to me by a letter.

**MR. SPEAKER :** If he has replied to it already, do you think the reply will be different now ?

SHRI HANUMANTHAIYA : You were pleased to observe that I have already answered that question. What the hon. Member really means is the survey technical reports. These reports by themselves will not result in a line being constructed. There must be money available.

**Development of Irrigation Potential  
of River Basins in 24 Parganas,  
West Bengal**

\*1654. SHRI MADHURYYA HALDAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have any plan for the development of irrigation potential of river basins as a whole in 24 Parganas in West Bengal ; and

(b) if so, the broad outlines thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI B. N. KUREEL) : (a) and (b). No proposals for any major or medium irrigation projects in 24 Parganas district have been received from the Government of West Bengal.

SHRI MADHURYYA HALDAR : Now that West Bengal is under President's rule, the affairs of irrigation may be conducted by the Central Irrigation Ministry.

On 5th August 1971 the Agriculture Minister said in a reply to my starred question No. 1607 that the research centre at Canning in 24 Parganas the 24 Parganas which conducts research on paddy cultivation in saline water, has found that the saline water of the 24 Parganas can be used for paddy cultivation after leaching the saline water with gypsum and with *dhincha*. That is why I want to know if the water of the rivers of the 24 Parganas can be used for paddy cultivation and what arrangements have been made by the hon Minister ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : As the hon. Member has said, the 24 Parganas is not suitable for any major or medium irrigation projects because the rivers there are in a saline condition and the only possible way of doing any irrigation in that area will be by small tanks and shallow tube

wells and deep tube wells, and that is being tried.

Whether the saline water can be used for agricultural purpose, I am afraid, I will not be able to answer. That has got to be answered by the Agriculture Ministers.

SHRI MADHURYYA HALDAR : How many schemes of small irrigation are there for the 24 Parganas ?

DR. K. L. RAO : In the 24 Parganas the question is essentially of drainage and flood control and prevention of inundation. That is the most important work in that area and not so much of irrigation by the minor projects.

The hon. Member has asked about the number of small irrigation schemes. There are about 192 deep tube wells as well as 240 shallow tube wells constructed. A number of proposals have come in, not in my Ministry, but in the Ministry of Agriculture, for the construction of small minor tanks or small reservoirs. The main thing, as I submitted, is the drainage problem, to construct the drainage sluices and construct the drainages. The whole area has been divided into 33 basins and half the number have been completed or under construction and the other half is yet to be investigated.

SHRI MADHURYYA HALDAR : There is such difficulty, as mentioned by the Hon'ble Minister in the monsoon season. What about irrigation after that ?

SHRI S. C. SAMANTA : I would like to know whether embankments of the rivers there are being constructed there every year and if so, whether a permanent policy would be taken so that the embankments may not be spoilt ?

DR. K. L. RAO : As the hon Member said, in that area there are a large number of rivers and small streams which have got to be protected against inundation by constructing embankments and in fact there are a large number of embankments, miles and miles of embankments. Every year they are breached because it is very difficult to maintain these embankments and lately there has been a scheme drawn up, a comprehensive scheme drawn up combining