

15.44 hrs.

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1968-69—Contd.**

**MR. DEPUTY-SPEAKER:** The House will now take up further discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1968-69 as also the cut motions moved on the 14th December, 1968.

**SHRI GADILINGANA GOWD (Kurnool):** Mr. Deputy-Speaker, Sir, it has become the habit of this Government to come for Supplementary Grants having spent all the amount sanctioned to them in the Budget on wasteful expenditure. I can give several instances of this wasteful expenditure but I have got limited time at my disposal; therefore, I confine myself only to one or two incidents.

The Government have been spending lakhs of rupees on the Railway Protection Force but there is no protection for the passengers. Thefts are occurring; robberies are occurring; murders are happening; women are molested in running trains. As a matter of fact, I had absolutely no intention of speaking on these Grants but I received a very shocking letter from a friend of mine two days ago and it is on account of that that I requested you kindly to permit me to speak so that I may bring it to the notice of the Railway Minister through you. This is the letter. I would request the hon. Railway Minister to kindly listen. I quote:

"My last son was admitted to I B.Sc. in St. Francis De Sales College, Nagpur and he was travelling to Nagpur on 2.11.68 by the train which left Hyderabad at 10 P.M. in a 3-tier sleeper coach. The coach, he was told, would be attached at Khajipet to Madras—Delhi Janata. But on the way, that night, someone followed him into the lavatory of the running train, put a knife against his throat, silenced him and struck him heavily on the head. He does not remember what happened next, till he came to consciousness in a room. He was given good tiffin and tempted that he would be made a rich man if he acted according to their directions in same house, when they had already their spies.

He had to act as one Susheel Kumar who exactly resembled him. He had to get some keys and information. The boy was terrified. He was tortured beating him mercilessly and his thigh punctured with sharp nail. He could only weep. They had sent us already a telegram from Chanda, a station between Hyderabad and Nagpur, "Bhagat Expired." Finally, they told him that he should obey them and be happy. They said that they would kill Suneel Kumar and send his body to me so that we might give up all search for him. With one knife stab to the unfortunate Sunnel, Ch. Bhagat swooned and what happened next he does not remember. He was lying on a road side in pitch darkness unable even to rise up."

After 8 days, he went to the Adoni police station where he was not in a position to talk.

These things are happening in a running train. You can imagine the fate of these people. These things are happening at the connivance of the staff itself. Otherwise, in a sleeper coach, there will be an attendant, a conductor, who generally locks the coaches. How can this man be taken out? This incident took place on the 22nd November. I am prepared to place the letter on the Table of the House or submit to the hon. Minister. I would appeal to him to get this matter thoroughly investigated.

Another horrifying information is that, about a year ago, in my constituency where there is a station called Kosigi, one passenger wanted to go to some place. But, unfortunately, for him, at about 7.30 P.M., the lights were put off and that fellow was murdered. No action was taken. There were six accused but, because one of the accused happened to be the brother of a Congress M.L.A., they did not file a charge-sheet against him and no action was taken. If such things were to go on, because there is Congress Government there and here also there is Congress Government, if you allow such things to happen, I warn the Government that the people will lose complete confidence in the democratic principles and the democratic set-up in the country. I have great regard for the hon. Railway Minister for his integrity, for his sincerity and for his honesty. I appeal to him to get these two matters thoroughly examined.

Then, Sir, I was a Member of this House in 1955, in the First Lok Sabha, and I had suggested a new railway line from Kurnool to Siriguppa via Adoni. I was assured by the Minister that this would be included in the First Five Year Plan. What has happened to that? I do not know. I have not been informed of what actual action the Government has taken in this regard. At least now, it is 15 years now, may I request the hon. Minister to give thought to that. The Government says that they have no finances. But they are wasting lakhs of rupees on projects which never benefit the people. I would request the hon. Minister to consider it.

Further, a new railway line from Nagarjunasagar to Hyderabad is under consideration. I request the hon. Minister to see that this line is surveyed soon and, if it is already surveyed, the work taken up.

15.50 hrs.

[SHRI R. D. BHANDARE *in the Chair*]

I now come to provision of retiring rooms. Adoni is one of the most important places of commercial importance in the country; it is second only to Bombay in that. In such a big Station as that, there are no retiring rooms. Then, Mantralayam Road is famous in the whole country as it is a place of religious importance. Unfortunately, there are no retiring rooms there also. I would, therefore, request the hon. Railway Minister to get this matter examined.

At Adoni, the platform is very small, and most of the compartments of a train will be outside the platform. The train stops there only for two or three minutes. There have been instances when people, thinking that those compartments would go to the platform, did not get down and had ultimately to go to Guntakkal. My own people who were in the other compartment could not get down because they thought that the compartment would come to the platform, but unfortunately the train left, and I had to bring them from Guntakkal by car. I understand that something is already under consideration. I would request the hon. Minister to look into this matter.

It pains me very much to say that at Guntakkal Station itself nearly Rs. 500 worth

of coal is being lifted away by some people every day. . .

SHRI RANGA (Srikakulam): This is happening in Tenali and so many other places also.

SHRI GADILINGANA GOWD: This is happening with the connivance of the staff.

There are ticketless travellers in hundreds every day. There is some understanding between the Guard and the checking staff at the Station. This results in a loss of crores of rupees to the nation.

I would, therefore, request the hon. Minister to look into all these things; specially about those two cases which I have mentioned, I would request the hon. Minister to make a thorough inquiry into those cases and get the goondas booked.

SHRI C. K. BHATTACHARYYA (Raiganj): Mr. Chairman, Sir, I have a few words to say on the demands, particularly about the extension of the broad gauge line, Khajuriaghat-Gauhati, to Bongaigaon. When this line was originally planned and executed, the then Railway Minister, hon. Shri Jagjiwan Ram in his Railway Budget speech, said that this line was meant to open up the district of West Dinajpur. I request the present Railway Minister to refer to that speech; he will find it recorded there. To open up a district means that the line should at least be connected with the head-quarters of the district. But unfortunately the line which was planned to open up the District of West Dinajpur was not connected with the headquarters of the district which, as the Minister of State for Railways knows, is Balurghat. There is a proposal to change the headquarters to Raiganj; this is the prospective headquarters; if the line had been connected at least to this town, that would have had some meaning, but this line does not connect even that town. So, for the opening up of the District of West Dinajpur, which was promised by the then Railway Minister, nothing has been done even to connect the headquarters of the district.

Then, what has been done regarding connecting the line from old Malda to Balurghat? There should have been a branch line. A survey was made not once but

[Shri C. K. Bhattacharyya]

twice. I would request our Railway Minister to go through the reports of the survey. Every time the survey has disclosed that connecting Balurghat with the main line by broad gauge would be paying; that has been the report of the survey.

But in spite of that this was not done. Again, in connecting Raiganj to the broad-gauge line, the connection will be between Barsoi and Radhikapur which is metre-gauge. I believe the hon. Minister of State for Railways will again bear me out. The connecting link would be not more than 32 miles. Shri Jagjiwan Babu, while inaugurating the new B. G. line—I was present at that meeting—said that this part of the branch line would have to be converted into a broad gauge. He gave that hope and that assurance. All of the high railway officials who were present at that time in that meeting must have now retired, but Mr. Ganguly who was the engineer in charge at that time is still there in the Railway Board. So, on the one hand there was a survey made for connecting the B. G. line with the town of Balurghat and more than once the survey disclosed that it would be paying. On the other hand there was the assurance of the Railway Minister that the line passing by Raiganj will be connected with Raiganj.

If I may refer to what happened earlier, the original alignment of the B. G. line was to pass through Raiganj but this original alignment was somehow changed under some influence. If the Railway Minister refers to that old record he would find that the original alignment was that the line would pass from Calcutta to Darjeeling straight. It would be a substitute for the old Darjeeling line. That was the plan. But, somehow—under what influence, I do not know—the line was diverted from Raiganj towards Bihar by adopting a zig-zag, serpentine route, increasing the distance, adding to the mileage and increasing the value of the ticket.

Anyway, this was done. The first alignment was not followed. The assurances given by Shri Jagjiwan Ram were not carried out. My suggestion is that the line may be connected with Balurghat by constructing a branch and the metre gauge between Barsoi

to Radhikapur may be converted to broad gauge. This should be done, Sir. What is happening is this. The line is being extended to far east while the intermediate branch to Radhikapur remains metre gauge without being converted into broad gauge, and without any work being done at all for the Balurghat branch. Therefore I have suggested that if it is not possible for them to do the work at a stretch they may do it stage by stage so that it could be completed in say, 4 years or 5 years. That might be done. In that way it might be taken up and completed.

Shri Jagjiwan Ram used to take pride in the fact that he never gave any assurance which he could not carry out. But here is an assurance which was not carried out.

SHRI DHIRESWAR KALITA (Gauhati): Why do you become selfish telling about Bengal only? You have to say something about Assam.

SHRI C. K. BHATTACHARYYA: He refers to Assam, Sir. In fact, we sent a joint memorandum. Mr. P. C. Barua, Mr. N. R. Ghosh (father of the State Minister for Railways, and a distinguished ex-Member of this House), and myself jointly submitted a memorandum to the Railway Minister that the entire portion connected with the line may be converted into broad gauge. The Minister of State might go through that memorandum submitted by ourselves so that he may find out the position.

Connecting the present line to Bongaigaon should be done as early as possible and the line may be extended to the farthest east. While going farther and farther they should not keep the intermediate portion in metre gauge. That should be also converted into broad gauge and at the same time.

There is one other point. The Bandel-Katwa line should be electrified as soon as possible.

16 hrs.

I would request the hon. Minister to take into consideration the suggestions I have made, particularly the one relating to the North-Bengal portion. The North Bengal people had a railway line once. That main

line passed through North Bengal. But that entire line on the other side of the Ganga has gone over to Pakistan. These people are left completely without any railway connection. This matter may be taken up and the needful done.

**श्री श्रीकारलाल बेरवा (कोटा) :** सभा-पति महोदय, इन मांगों को देखने से ऐसा प्रतीत होता है कि जिन क्षेत्रों में ज्यादा तोड़-फोड़ की कार्यवाहियां की जाती हैं, शायद रेलवे मंत्रालय वहां ही अपनी लाइनों को बढ़ाता है। राजस्थान एक ऐसा क्षेत्र है, जो कभी सूखा-ग्रस्त होता है, कभी भ्रूणकालग्रस्त होता है और कभी बाढ़ से घिर जाता है, लेकिन रेलवे मंत्रालय द्वारा हमेशा उसकी उपेक्षा की जाती है।

कोटा से चित्तौड़गढ़ तक की रेलवे लाइन का सखे पहले 1949 में कराया गया था। आज उस बात को उन्नीस साल हो गए हैं। मर्दुम-शुमारी के आंकड़ों से मालूम होता है कि 1949 में राजस्थान की जनसंख्या पौने दो करोड़ थी, जबकि आज वह सवा दो करोड़ हो गई है। बाद में 1964-65 और 1965-66 में भी इस लाइन का सर्वेक्षण कराया गया। उस समय मंत्री महोदय ने कहा कि वह लाइन अलाभकारी है। मेरी समझ में नहीं आता कि अभी बच्चा पैदा हुआ नहीं और उसकी सगाई-ब्याह की बात कैसे सोच ली। जब वह लाइन बन जाएगी और उस पर गाड़ियां चलने लगेंगी, तब आमदनी की बात देखी जा सकती है। राजस्थान की तरफ से मैं गारण्टी देता हूँ कि कोटा से बूंदी तक का यह 22 मील का टुकड़ा बना दिया जाए; उससे रेलवे को कभी घाटा नहीं होगा। अगर रेलवे मंत्रालय के पास पैसा नहीं है, तो वह जनता को रेलवे के शेयर बेच दे। इसके अलावा हम लोग भ्रमदान करने के लिए भी तैयार हैं। उस मार्ग पर चालीस बसें प्रतिदिन आती जाती हैं और मंत्री महोदय कहते हैं कि वह लाइन अलाभकारी है! रेलवे मंत्रालय वहां के ट्रांसपोर्ट कमिश्नर से रिपोर्ट मांग कर देखे कि वहां पर कितनी आमदनी होती है।

16.02 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

जब श्री पुनाचा कोटा गए थे, तो वहां पर चेम्बर आफ कामर्स की तरफ उन्हें यह मेमो-रेंडम दिया गया था कि कोटा से बूंदी तक की रेलवे लाइन बनाई जाए। मंत्री महोदय ने इस बारे में वादा भी किया था।

गुना-मक्सी सम्बन्धी काम हो चुका है, लेकिन एक चौथाई काम बाकी पड़ा है। सरकार की तरफ से कहा गया है कि चूँकि राज्य सरकार ने सहयोग नहीं दिया है, इसलिए वह काम अचूरा पड़ा है। लेकिन वह राज्य सरकार का काम नहीं है। स्टेशन तो रेलवे मंत्रालय ने ही बनाने हैं। पुलियां बनी हुई हैं। अब उस काम को क्यों छोड़ रखा है? मैं चाहता हूँ कि उस काम को जल्दी से जल्दी स्टार्ट करके पूरा किया जाए।

छोटे-छोटे दो तीन टुकड़ों को बनाना बहुत जरूरी है। सवाई माधोपुर से निवाई, निवाई से टोंक और टोंक से नैनवा-इन्द्रगढ़, इस लाइन की तरफ तुरन्त ध्यान दिया जाना चाहिए। सवाई माधोपुर से खंडार होकर शिवपुरी तक बीस, पच्चीस मील का टुकड़ा भी बनाया जाना चाहिए। उससे आगरा और ग्वालियर तक सम्बन्ध स्थापित हो जायगा। वहां पर अलसी और कत्वा पैदा होता है। इसलिए यह लाइन बना देने से विदेशी मुद्रा प्राप्त करने में सुविधा होगी। इन छोटे-छोटे टुकड़ों से वहां के गांवों का बहुत विकास हो जाएगा।

बूंदी में एक सीमेंट फैक्टरी लगनी थी। अगर वह फैक्टरी बन जाती, तो पांच हजार आदमियों को रोजगार मिल जाता। लेकिन रेलवे लाइन न बनने की वजह से फैक्टरी वाले अपना सामान उठा कर भे गए। बूंदी की जनता को इससे बहुत निराशा हुई है। बूंदी की जनता पिछले 20 साल से चिल्सा रही है, लेकिन कोटा से चित्तौड़गढ़ लाइन को बूंदी

[श्री श्रीकारलाल बेरवा]

तक नहीं बनाया गया है। मंत्री महोदय को इसकी तरफ फौरन ध्यान देना चाहिए।

गाड़ों, कामशल ब्लकों और अन्य कई कर्मचारियों में इस बात से बड़ा असंतोष है कि डी० ए० कमीशन की रिपोर्ट को उन पर लागू नहीं किया गया है। उस रिपोर्टों को उन सब कर्मचारियों पर लागू किया जाना चाहिए।

जो डीलक्स डिब्बे बनाए गए हैं, उनमें किसी भी निजी कर्मचारी, एटेंडेंट, के सोने के लिए जगह नहीं रखी गई है। इस अवस्था में यात्रियों की हत्या और लूट-पाट नहीं होगी, तो क्या होगा? मंत्रालय को ऐसी व्यवस्था करनी चाहिए कि हर एक फ्रस्ट क्लास के पैसंजर के साथ उसका नौकर यात्रा कर सके। मैंने पेपर में पढ़ा है कि शाहजहांपुर के पास दो लाख रुपये चोरी कर लिया गया, कैशियर को मारा गया, सिपाहियों को मारा गया और बन्दूकों को ले गए। अगर रेलों पर सुरक्षा की यही व्यवस्था रही, तो कैसे काम चलेगा?

सरकार ने तीन हजार मील बड़ी लाइन बनाने का निश्चय किया है। मैं निवेदन करना चाहता हूँ कि सवाई माधोपुर से जयपुर तक की लाइन को उसमें शामिल कर लिया जाए। दिल्ली से भ्रमदाबाद छोटी लाइन जाती है। उस पर यात्रियों को बहुत असुविधा होती है। उसको भी बड़ी लाइन में परिवर्तित कर दिया जाए, ताकि यात्री आसानी से जा सकें। लेकिन हम देखते हैं कि रेलवे मंत्रालय लाइन आदि बनाने के सम्बन्ध में मद्रास और त्रिपुरा आदि उन क्षेत्रों की तरफ ज्यादा ध्यान देता है, जहाँ उखाड़-पछाड़ और हड़तालें आदि ज्यादा होती हैं।

जैसा कि मैंने कहा है, चूंकि राजस्थान एक सूखाग्रस्त क्षेत्र है, इसलिए वहाँ माल पहुंचाने के लिए सुविधा प्रदान करने की दृष्टि से यह जरूरी है कि जिन लाइनों का मैंने जिक्र

किया है, उनको जल्दी से जल्दी पूरा किया जाए।

श्री श्रीकारलाल बोहरा (चित्तौड़गढ़) :  
उपाध्यक्ष महोदय, दो मिनट मुझे दिए जायें।

MR. DEPUTY-SPEAKER: No time is left. Nobody will speak. The hon. Minister will reply. I will suggest one thing. The scope of the debate on excess grants is limited.

श्री श्रीकारलाल बोहरा : यह ठीक नहीं है। मैं बराबर चेष्टा करता रहा हूँ। मैं सिर्फ दो मिनट लूंगा। हम देखते हैं कि यहाँ पर सिर्फ चिल्लाने वालों को मौका मिलता है। यह कोई तरीका है।

MR. DEPUTY-SPEAKER: I will call you on the next item. You will get an opportunity.

SHRI RAJARAM (Salem): I want to speak on this.

MR. DEPUTY-SPEAKER: You will get your time on the next time. The hon. Minister.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): We have asked for some token grants for taking up some of the survey works which we have taken up in the course of the year and which we have taken up after the last session of Parliament. These demands are on three heads. Demand No. 2 in which we have sought Rs. 4,000 for payment for the amount which we have taken from the Contingency Fund of India. We have now proposed to recoup that. These items we have taken up so that we can make the survey in the proper season. It is for engineering cum-traffic survey for conversion to Broad Gauge of the Metre Gauge section between Bongaigaon and Gauhati and also two other lines in the South Central Railway, that is between Guntur and Macherla as also a new line between Nadikudi and Secunderabad on the same railway. Another demand, Demand No. 14, is a token grant. This is for constructing a railway bridge on the new Farakka Barrage which is likely to be completed in 1971. Another Demand

No. 15—Rs. 3,000 on three items that we have taken is for providing underground communication circuits on the Kalyan-Lonavla and Kalyan-Igatpuri sections of the Central Railway and also for the purchase of Punjab Government's interest in the Rupa-Nangal section of the Northern Railway. Another item I forgot to mention is: Demand No. 2, also for a foot-by-foot survey for the electrification of the Tundla-Delhi section on the Northern Railway and the Bailadilla-Kootavalasa section of the South Eastern Railway. These are the items that we have sought for through these supplementary demands for grants, because we consider that unless and until these works are taken up now it will not be possible to avail of the season for the surveys. On these demands, several Members have given their views, and they have also mentioned some points and have spoken on their cut motions. I will try briefly to deal with some of those points that have been made.

MR. DEPUTY-SPEAKER: Concerning the demands only. Because, if the local demands are to be referred to, that is not possible.

SHRI PARIMAL GHOSH: Shri Mohamad Imam, in his speech, thought that we are probably asking for these demands for the construction of certain new lines. What we have sought here is only for the survey and not construction of new lines.

Shri Lobo Prabhu mentioned that we have already incurred expenditure on the survey and though certain surveys had already been undertaken, many of them have not been taken up for construction work. Now, whenever we want to construct a line, a survey is inevitable in order to establish the cost and to find out whether the line will be ultimately remunerative or not. So, a survey cannot be avoided. It is also a fact that a line we take up for survey may not be taken up for construction because on the result of the survey we may find that many of those lines will not remunerative, and also the limited resources that have been made available for that particular year may not be sufficient enough to take up the construction of the line that we have surveyed.

Another point was mentioned by him; he asked why this sum of Rs. 80 lakhs could

not be included in the budget allotment. I would like to mention that it is a fact that an indication was given in 1967 that this item would be included in the works programme of 1968-69, on the basis of the report on the Farakka Barrage project; it did give us an indication that the work on the sub-structure of the barrage would be completed by that time. On the basis of that, we thought that the project could be included in the 1968-69 works programme. But ultimately, the work on the Farakka Barrage did not come up to expectation and now we have in the month of April last received intimation that the work is going to be completed by 1971. As such, unless we take up the work now, and we plan accordingly, it will not be possible for us to synchronise this work with the completion of the barrage work. That is why we have included this work as an out-of-turn work for the works programme of 1969-70.

Many other hon. Members mentioned some of the new lines to be constructed. I need not go into those details now, because, I can say briefly that the fourth Plan is still in the stage of finalisation, and unless and until the rail transport is properly assessed in the fourth Plan and an indication is also received about the quantum of money that may be available, it will not be possible for me to give an indication as to what are the new lines that could be taken up for construction in the fourth Plan.

SOME HON. MEMBERS rose—

MR. DEPUTY-SPEAKER: I will call them next time. As I have indicated, the Minister could not cover possibly all the points raised; so I would suggest that if there is anything of importance he could communicate his replies to the Members concerned. That is all.

Now, I shall put all the cut motions to the vote.

*All the cut motions were put and negatived.*

MR. DEPUTY-SPEAKER: I shall now put the demands to the vote. The question is:

“That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be

[Mr. Deputy-Speaker]

granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, in respect of the following demands entered in the second column thereof—

Demands Nos. 2, 14 and 15.

*The motion was adopted.*

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

DEMAND NO. 2—MISCELLANEOUS  
EXPENDITURE

“That a supplementary sum not exceeding Rs. 4,000 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, 1969 in respect of ‘Miscellaneous Expenditure’.”

DEMAND NO. 14—CONSTRUCTION OF NEW  
LINES—CAPITAL AND DEPRECIATION RESERVE  
FUND

“That a supplementary sum not exceeding Rs. 1,000 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, 1969, in respect of ‘Construction of New Lines—Capital and Depreciation Reserve Fund’.”

DEMAND NO. 15—OPEN LINE WORKS—  
CAPITAL, DEPRECIATION RESERVE FUND AND  
DEVELOPMENT FUND

“That a supplementary sum not exceeding Rs. 3,000 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, 1969 in respect of Open Line Works—Capital, ‘Depreciation Reserve Fund and Development Fund’.”

16.15 hrs.

APPROPRIATION (RAILWAYS)  
No. 5 BILL\*, 1968

THE MINISTER OF STATE IN THE

MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69 for the purposes of Railways.

MR. DEPUTY-SPEAKER: The question is:

“That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69 for the purposes of Railways.”

*The motion was adopted.*

SHRI PARIMAL GHOSH: I introduce(\*) the Bill. I beg to move.(\*)

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69 for the purposes of Railways, be taken into consideration.”

MR. DEPUTY-SPEAKER: The question is:

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69, for the purposes of Railways, be taken into consideration.”

*The motion was adopted.*

MR. DEPUTY-SPEAKER: The question is:

“That clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3, the Schedule, clause 1, the Enacting Formula and the Title were added to the Bill.*

\*Published in Gazette of India Extraordinary, Part II, Section 2, dated 18-12-68.

(\*) Introduced/moved with the recommendation of the President.