

[Shri Hari Vishnu Kamath]

Demands for Grants must also be finalised. We have not got the sequence of it so far, nothing at all. I hope this will be taken in hand very very soon.

Mr. Speaker: The Minister has promised that he will take steps.

श्री बागड़ी (हिसार) : भ्रमन, चैन व्यवस्था और कानून के बारे में जो मसला उठाया गया था, वह बहुत जरूरी मसला था। इंसान जिन्दा जलाये जाते हैं, कत्लेआम होता है। इंसान से जिन्दगी की कोई कीमत ही नहीं रह गई है देश में। मैं अर्ज करूंगा कि इस पर वाक़ायदा तौर पर चर्चा इस हफ्ते होनी चाहिये।

अध्यक्ष महोदय : चूँकि बार बार इसको उठाया जा रहा है, मैं मेम्बर साहिबान से चाहता हूँ कि वे इस बात पर गौर करें कि आया कोई आर्डर रह सकेगा अगर यह हो कि यहां हर एक जो मेम्बर है वह खड़ा हो कर अपने आप सवाल उठाना शुरू कर दे और मैं कहता हूँ कि उस तरह से न किया जाये? जो भी सवाल उठाया जाने वाला हो, उसकी मुझे पहले इत्तिला दी जानी चाहिये जब मुझ पता न हो और ऐसे ही किसी सवाल को उठा दिया जाये तो ऐसे कैसे काम चलेगा। एक दिन आगे भी कनफ्यूशन हुआ था। बात कुछ पूछी जा नहीं थी मैंने कुछ और ही जवाब दे दिया क्योंकि मेरे पास न तो नोटिस था और न ही मुझे इत्तिला दी गई थी।

श्री किशन पटनायक : (सम्बलपुर) :
इसका तो नोटिस है।

अध्यक्ष महोदय : जब नोटिस दिया जाता है और उसका जवाब दे दिया जाता है तो जिस किसी को शिकायत हो वह मुझे लिख सकता है या मेरे पास आ सकता है। इस तरह से मैं इजाजत नहीं दे सकता हूँ।

श्री किशन पटनायक : लिखा भी जाता है . . .

अध्यक्ष महोदय : जब लिख दिया जाता है और उसका जवाब आ जाता है तो उसके, इस तरह से उठाया नहीं जा सकता है। इस तरह से किसी सवाल को उठाने की मैं बिल्कुल इजाजत नहीं दे सकता हूँ हाउस के मेम्बर साहिबान की मैं इस मामले में मिलवर्तन चाहता हूँ। बिना उसके कभी आर्डर नहीं रह सकेगा। अगर इस तरह से काम चलेगा, जिसकी मर्जी आए वह उठे, जिस वक्त चाहे और जब जी चाहे बोलना शुरू कर दे, तो

श्री बागड़ी : मैं पूछ कर उठा था।

अध्यक्ष महोदय : माननीय सदस्य श्री नाथ पाई ने अभी मुझे यकीन दिलाया है कि उनका कोई इरादा नहीं था और मैंने उसको बिल्कुल एक्सेप्ट किया और मुझे कभी खयाल नहीं हो सकता है कि मि० नाथ पाई ऐसा करेंगे। लेकिन इस तरह से कार्रवाई नहीं चल सकेगा; अगर हर एक मेम्बर इस तरह से उठ कर बोलना शुरू कर देगा। बार बार मैंने दरखवास्त की है, अपील की है, मिलवर्तन मांगी है लेकिन फिर भी क्यों मेम्बर साहिबान बार बार जिद करके चलते हैं, मेरी समझ में नहीं आता है। इस में मैं सभी मेम्बर साहिबान की कोआप्रेषन चाहता हूँ। जितना भी समय मैं रीजनेवल समझूँ हर एक डिस्कशन पर मैं देने के लिए तैयार हूँ और मैं दे रहा हूँ लेकिन जो कायदा है जो कानून है, उसके मुताबिक ही चला जाये, ऐसे नहीं।

12.27 hrs.

DEMANDS FOR GRANTS—RAILWAYS (Contd.)

Mr. Speaker: Further discussion and voting on the remaining Demands for Grants in respect of the Budget (Railways) for 1964-65, together with the cut motions moved.

Out of the 8 hours and 30 minutes allotted, 6 hours and 15 minutes have been taken, leaving 2 hours 15 minutes.

Shri D. J. Naik was on his legs.

Shri M. R. Masani (Rajkot): Would you kindly indicate as to when you expect to call upon the hon. Minister to reply? Will it be today or on Monday?

Mr. Speaker: No, today I will finish it.

The Minister wants half an hour to reply. I will call him at about 1-45 P.M.

Shri Nambiar: Today we have private Members' Business.

Mr. Speaker: I know it.

Shri Hari Vishnu Kamath: You are well aware that the non-official business will be taken up at 2 O'clock.

Mr. Speaker: Even if we have to push it by 15 minutes, we will dispose of the Demands for Grants today.

Shri Hari Vishnu Kamath: As only 4½ hours have been fixed for the food debate on Monday, and as we are sitting till 6 O'clock, the reply could easily be given from 12-30 to 1-30 P.M. on Monday, that is, one hour.

Mr. Speaker: No, no. Let us see if there is time.

Shri D. J. Naik.

श्री डी० जी० नायक (पंचमहल): अध्यक्ष महोदय, मैंने झुण्ड कांडला के बारे में कहा था कि उस लाइन का कांस्ट्रक्शन जल्दी से जल्दी शुरू कर दिया जाये। इससे दो फायदे और भी होंगे। एक तो यह कि कंडला पोर्ट का कनेक्शन भोपाल के साथ ब्राडगेज से हो जायेगा और दूसरे यह कि कुछ फासला भी कम हो जायेगा।

मैं यह भी कहना चाहता हूँ कि वेस्टर्न रेलवे के डीजलाइजेशन का प्रोग्राम करना चाहिये और वह फेज्ड प्रोग्राम होना चाहिये। गुजरात में काफी मात्रा में तेल पैदा हो रहा है जबकि सारा कोयला बिहार से आता है। वेस्टर्न रेलवे से कोयला बिहार से लाना पड़ता है। अगर इस रेलवे के डीजलाइजेशन का फेज्ड प्रोग्राम हो जाये तो बिहार से कोयला लाने में जो मुश्किलें होती हैं उसमें कमी हो जायेगी। आज जो डीजलाइजेशन हो रहा है वह वहीं हो रहा है जहां पर कोयला बहुत होता है। सही बात तो यह है कि जहां कोयला नहीं पैदा होता है और तेल काफी पैदा होता है वहां पर डीजलाइजेशन होना चाहिये।

तीसरी बात इन्दौर और दोहद लाइन के कंस्ट्रक्ट करने के बारे में है। उस लाइन का सर्वे करीब बीस वर्ष पहले अंग्रेजों के जमाने में हुआ था। यह सब ट्राइबल एरिया है। हम कहते हैं कि हमें ट्राइबल एरिया का डेवेलपमेंट करना है। मगर वहां पर यातायात की बड़ी मुश्किलें हैं। इसलिए वहां पर सबसे पहले कम्युनिकेशन का प्रबन्ध करना चाहिये। इन्दौर और दोहद के अलाइनमेंट के बारे में श्री बड़े में भी कहा है। अगर इन्दौर से दोहद तक वाया बरवानी अलाइनमेंट हो जाये तो वहां आदिवासियों का विकास आसानी से हो सकेगा। वहां पर जंगल हैं इसलिए जंगल इण्डस्ट्री अच्छी हो सकती है। अगर रेलवे वहां हो जाये तो और भी इण्डस्ट्रीज भी शुरू हो सकती हैं। वहां पर मिनरल्स बहुत होते हैं।

हमारे यहां देहरादून एक्सप्रेस ही एक ट्रेन है जो कि एक्सप्रेस है। दूसरी लोकल है जो कि रात में जाती है। देहरादून एक्सप्रेस सुविधाजनक ट्रेन है लेकिन उसमें एक या दो बोगी मिलीटरी की होती हैं, एक डाइनिंग कार्स होती हैं। एक या दो स्लीपर कोच होती हैं। जिस के कारण तीसरे दर्जे के यात्रियों को बड़ी कठिनाई होती है। मैंने देखा है कि आदिवासी लोग स्टेशन पर धर धर घूमते रहते हैं। उनको

[श्री दे० जी० न.यक]

किसी डब्बे में जगह नहीं मिलती है। जिस डब्बे के सामने चढ़ने के लिये जाते हैं वहां पर लोग कहने लगते हैं कि जगह नहीं है, जगह नहीं है। नतीजा यह होता है कि वे सारी रात स्टेशन पर पड़े रह जाते हैं।

इसलिये एक और ट्रेन भोपाल से अहमदाबाद तक शुरू करनी चाहिये। भोपाल और अहमदाबाद दोनों ही दो अलग अलग स्टेट्स की कैपिटल हैं। अहमदाबाद बड़ी भारी इंडस्ट्रियल जगह है। भोपाल से अहमदाबाद तक एक ही गाड़ी जाती है इसलिये एक दूसरी एक्सप्रेस ट्रेन शुरू की जानी चाहिये।

हमारे यहां एक रेलवे कालोनी है। उम रेलवे कालोनी में एक मल्टी पंज स्कूल खोलने का प्रोग्राम है। लेकिन वहां पर पहले होस्टल बनाया गया है, स्कूल नहीं बना है। इस तरह से "कार्ट विफोर दि हास" जैसी बात हो रही है। आज होस्टल किसी काम नहीं आ रहा है। मालूम नहीं कब यह मल्टी पंज स्कूल बनेगा और कब काम शुरू करेगा। एजुकेशन के बारे में एक बात मुझे यह कहनी है कि रेलवे कालोनी में काफी लोग हैं। वहां पर बंगाली भी हैं और मद्रासी भी हैं, हिन्दी जानने वाले भी हैं और महाराष्ट्रियन भी हैं। वहां पर एक गुजराती स्कूल रेलवे की तरफ से चलता है। इसलिये वहां पर एक हिन्दी और एक मराठी स्कूल होना चाहिये। मैंने बार बार रेलवे एडमिनिस्ट्रेशन से कहा कि यह उनकी जिम्मेदारी है और उनको ऐसा करना चाहिये। वे कहते हैं कि स्टेट की जिम्मेदारी है और स्टेट कहती है कि चूंकि वह स्कूल रेलवे कालोनी में होगा इसलिये रेलवे की जिम्मेदारी है। इन दोनों के झगड़े में बेचारे लोगों को हैरान और परेशान होना पड़ता है और उनके बच्चों की शिक्षा अच्छी तरह से नहीं होती। हिन्दी वाले लोग एक बालेंटी स्कूल चलाते हैं और मराठी वाले मराठी स्कूल चलाते हैं। इसलिये रेलवे मिनिस्टर साहब से मेरी विनती है कि इस पर उनको ध्यान देना

चाहिये कि रेलवे एडमिनिस्ट्रेशन की तरफ से दो और स्कूल चलाये जायें।

आखीर में मैं एक बात यह कहूंगा कि चित्तरंजन फैंक्ट्री और पैरा बूर फैंक्ट्री का काम मैंने देखा और मैं उससे बहुत प्रभावित हुआ।

I must say that this is the biggest achievement of the Indian Railways after independence, and we must be proud of this achievement.

इतना कह कर मैं आपका आभार मानता हू कि आपने मुझे बोलने का समय दिया। मेरी हि दी टूटी फूटी है। जो कुछ मैंने कहा है अगर उसमें भाषा की कोई गलतियां हों, प्रेमेटिकल मिस्टेक्स हों, और वह होंगी, तो सदन मुझे माफ करेगा।

Shri Dinen Bhattacharya (Serampore): I listened attentively to the hon. Minister yesterday and to his Budget speech, but nowhere did I find him dealing with the transport problem of Calcutta.

In the city of Calcutta, the problem of transport congestion has reached the extreme limit. People there have been agitating for years for a circular railway in and around Calcutta and its suburbs, but the hon. Minister has not mentioned so far that they are seriously dealing with this issue. He must state clearly and categorically whether this particular scheme of a circular railway in and around Calcutta has been permanently shelved or whether Government is going to take up the issue in the near future. It is a very vital problem, and I would request the Minister to give a categorical answer to my query.

Then, I request the Minister to go round the Howrah Division. Things are not very happy there, either in the matter of relations with the employees, or in the matter of amenities to passengers. Very often for various reasons train schedules get dislocated, but there is no proper system for announcement to the passengers who wait for hours without knowing when the train will actually depart from the station. You may wait for an

hour or more without knowing when the train will start, and then suddenly an announcement comes that such-and-such local will leave from such-and-such platform, but actually you find that it is not the train mentioned that starts, but some other train leaves the platform to the surprise of the passengers, for which there has been no announcement. This is going on, and quite a lot of complaints were made, but no action has been taken. I have personal experience of this, because I live in that area.

Another important thing which requires the personal attention of the Minister is the working hours in Liluah workshops. For the last ten or twelve years, they were working for 42½ hours a week. Suddenly, after the declaration of the emergency the working hours were increased, and the workers also voluntarily agreed to work for an additional 4½ hours. After the expiry of one year, the employees demanded that either they should be paid overtime wages as they were being paid previously, or their working hours should be reverted to 42½ hours. Not only in Liluah but in Kanchrapara and Kharagpur also. Workers have worked for more than one full year these extra hours without taking any remuneration. It is time that the old working hours are introduced in those factories.

I have given certain suggestions for certain overbridges not only foot bridges but also road bridges. I may mention Serampur and Baidyavati on GT Road. In reply to a letter by Mr. Elias, three over-bridges were mentioned by the Railway Ministry: Serampur, Baidyavati and Shalimar; hon. Minister assured that they would be built within a very short time. But till now nothing has been done. Take, for instance, Serampur. G.T. road is the main link with the northern India. If the gates on G. T. road are closed for 2-5 minutes, hundreds of cars and trucks stand on both sides traffic gets jammed. Once the Prime Minister had to wait for half an hour

because of the closure of that gate. This matter should be taken up immediately so that these things may not recur any longer.

My last point is about the dust nuisance. There are so many non-stop trains passing through platforms in our part and it becomes horrible for passengers to wait in platforms when non-stop trains run through them because of the dust raised. Something must be done to stop this at least in the suburban stations on Howrah-Sealdah division. Then, Sir, my friend Mr. Nambiar referred to taking over of light railways. I raised this issue last year also along with many others. If at this stage, Government cannot nationalise the light railways, the whole of them, Govt. can take over the Howrah-Amta and Howrah-Shiakala BKAK railway Burdwan-Damodar Railway lines, so that these areas may be benefited by the development of railway lines. The private industry which runs them does not care for the improvement of the railways but they are only interested in making profit. The people of those areas therefore suffer. So, these lines should be taken over immediately to benefit the people of these localities.

Mr. Speaker: P. G. Sen—absent. Sonavane—absent. M. R. Jadhav, Digambar Singh, Chaudhuri Lahri Singh, Tridib Kumar Chaudhuri....

Dr. M. S. Aney (Nagpur): Better call upon those who are here.

Mr. Speaker: I want to relieve myself of the burden of a large number of names. That is why I am making my task easier.

श्री शिवमूर्ति स्वामी (कोपल) : अध्यक्ष महोदय, रेलवे बजट...

अध्यक्ष महोदय : मेम्बर साहिबान थोड़ा थोड़ा वक्त लें, सिर्फ प्वाइंट्स दें। मैंने यह कहा है कि जो उनको शिकायत है अगर उस को लिख कर दे दें तो उसका जवाब दे दिया जाएगा।

श्री शिवमूर्ति स्वामी : रेलवे बजट की डिबेट में जो सुझाव दिए जाते हैं उन पर खास गौर किया जाना चाहिए। यह अच्छा है कि जो शिकायतें लिख कर दी जायेंगी उन का हमको जवाब हासिल होगा।

मैं रेलवे की पालिसी के बारे में यह कहना चाहता हूँ कि यह इमबेल्मेंट की पालिसी है। जैसा कि ग्राम तोर में देश में रेलवे का डेवलपमेंट होना चाहिए, ऐसा नहीं होता। इसके बारे में अपने राज्य की बात बताना चाहता हूँ। मैसूर की लेजिसलेटिव काउंसिल में एक यूनानी-मस रिजोल्यूशन पास किया गया, उसकी तरफ मैं आपका ध्यान दिलाना चाहता हूँ और उस सिलसिले में वहाँ की लेजिसलेटिव असेम्बली की डिबेट की रिपोर्ट से कुछ पढ़ कर सुनाना चाहता हूँ। वह इस प्रकार है :

"Deputy Chairman: The question is:

"That this Government is of opinion that the Government of India should be urged to give immediate attention for the expansion of railway facilities in the State as the existing facilities are too meagre and inadequate to meet the demands of passengers, traffic trade, industry and commerce."

The motion was adopted unanimously.

Deputy-Chairman: The Chair is very happy to announce that the resolution is adopted unanimously."

इस रिजोल्यूशन से जाहिर है कि वहाँ लोगों में कितना असन्तोष पैदा हो गया है। इसकी बजह यह है कि वहाँ तकरीबन तीस साल से एक माइल भी रेलवे लाइन नहीं डाली गयी। सर्वे के लिए बजट रखा जाता है, लेकिन वह सारा सर्वे पर ही खर्च हो जाता है। लेकिन रेलवे लाइन एक मील भी नहीं बनती।

आप हासपेट तक ब्राडगेज लाइन ले गए हैं इसके लिए मैं रेलवे विभाग को बधाई

देता हूँ। लेकिन जहाँ तक गोआ और हुबली के लिए लाइन का सवाल है, उसके बारे में यही कह दिया जाता है कि उस पर विचार किया जाएगा और उसका सर्वे किया जा रहा है। जिस क्षेत्र में हासपेट तक बड़ी लाइन गयी है उस क्षेत्र से दस बारह मिलियन टन आयरन और का हर साल एकसपॉर्ट होता है। कारवार और गोआ पोर्ट से इसमें से केवल दो मिलियन टन ट्रांसपोर्ट होता है, बाकी मद्रास पोर्ट से या बम्बई पोर्ट से जाता है। बम्बई पोर्ट ५०० मील है और मद्रास पोर्ट ३८४ मील है, जबकि गोआ का पोर्ट डेढ़ सौ मील है, जहाँ से इसको आसानी से बाहर भेजा जा सकता है। हमारी समझ में नहीं आता कि कारवार हुबली लाइन को क्यों नहीं डाला जाता। दस बीस साल से इसकी मांग की जा रही है। न इसका सर्वे होता है न कुछ होता है। हासपेट तक ब्राडगेज करके मद्रास से आयरन और बाहर भेजा जाता है जो कि बहुत ज्यादा दूर है। देश के लाभ की दृष्टि से इस सवाल पर नहीं सोचा जाता। मेरी समझ में नहीं आता कि इसका क्या कारण है। मुझे तो ऐसा लगता है कि मद्रास गवर्नमेंट के दबाव से ऐसा किया जा रहा है। हमारी समझ में नहीं आता कि कारवार से न भेज कर जो कि डेढ़ सौ मील के फासले पर है, क्यों आयरन और को ५०० मील दूर भेजा जाता है बाहर भेजने के लिए। इसका प्लान तो है कि इसे पाँच साल के अन्दर या दस साल के अन्दर पूरा कर देंगे।

अध्यक्ष महोदय, मैं यह बतला देना चाहता हूँ कि पूरे हिन्दुस्तान में ५७,८०० किलोमीटर जो रेलवे लाइन है उसमें सिर्फ १,७०० किलोमीटर लाइन इस मैसूर राज्य में है। १७०० किलोमीटर से ज्यादा रेलवे लाइन हमारे राज्य में नहीं है।

हमारी छोटी छोटी दो, तीन मांगों काफ़ी समय से चली आ रही हैं और आपके संकेत के अनुसार मैंने एक मेमोरेंडम भी हाउस के फ्लोर पर भेज दिया है। एक शटल गाड़ी

सुबह के वक्त गुन्तकल से गदग हुबली लाइन पर चलाना चाहिए। उस इलाके में दो, तीन कालिज डेवलप हो गये हैं और बच्चों का समय पर स्कूल पहुँचने के लिए यह शटल की व्यवस्था शीघ्र की जाय। बहुत दिनों से इसकी मांग वहाँ के निवासियों द्वारा की जा रही है। केवल बंगलौर और मैसूर को ही देख कर यह न समझ लिया जाय कि वह प्रदेश काफी डेवलप है। दूसरे जिले काफी अनडेवलप हैं। खमूसन हमारा राचचर जो कि हैदराबाद का हिस्सा पहले होता था और अब मैसूर स्टेट का हिस्सा हो गया है, वह काफी बैकवर्ड एरिया है चूँकि वहाँ पर जैसा मैंने बतलाया दो, तीन कालिजेज हो गये हैं इसलिये विद्यार्थियों और व्यापारियों आदि की सुविधा के लिए एक शटल ट्रेन सुबह के वक्त उनको ले जाने के लिए और दूसरी शटल गाड़ी शाम को उनको घरों पर वापिस लाने के लिए चालू करना बहुत जरूरी है। आज शटल के अभाव में विद्यार्थियों और व्यापारियों आदि को बड़ी असुविधा का सामना करना पड़ता है।

हमारे वहाँ पर एक रेलवे स्टेशन सोमपुर है जिस पर मेल और एक्सप्रेस ट्रेन को ठहराने के लिए कहा जाता है। अब मैं वहाँ की दाबत आपको क्या बतलाऊँ? उस सोमपुर रेलवे स्टेशन पर हफ्ते में एक बार या केवल दो बार ही गाड़ी ठहरती है। मैं चाहता हूँ कि वहाँ पर हर रोज लोकल ट्रेन के ठहराने की व्यवस्था की जाय।

पेंशन के बारे में मुझे यह कहना है कि मौजूदा आर्डर के अनुसार जो रेलवे कर्मचारी पहली अप्रैल १९६३ से रिटायर हुए हैं उनको तो आप पेंशन देते हैं लेकिन उस डेट से पहले अर्थात् ३० मार्च को अगर कोई कर्मचारी रिटायर हो गया है तो बेचारे को प्राविडेंट फण्ड मिलता है जो कि दो, तीन साल की पेंशन के बराबर होता है। अब एक ही नमूने के कर्मचारियों के साथ आप इस तरह का पक्षपात क्यों करते हैं? मैं चाहूँगा कि इसकी जांच करने के लिए एक कमेटी बिठाई जाय जो कि देखे

कि इस भेद को हटाने से रेलवे पर कितना भार पड़ेगा और यह देख कर मौजूदा आर्डर को अमेंड कर दिया जाय और सब लोगों को समान रूप से पेंशन रूल्स का फायदा पहुँचाया जाय। पेंशनर्स असोसियेशन ने इसका पता लगाया है और उनका अन्दाजा है कि सब को पेंशन रूल्स का लाभ देने के कारण रेलवेज पर एक करोड़ रुपये से ज्यादा भार नहीं पड़ेगा। उसके अन्दर ही होगा। यह बात बिल्कुल गलत है कि उसका भार कई सौ करोड़ पड़ेगा। मैं चाहूँगा कि रेलवे मन्त्रालय इसके लिए एक कमेटी बिठलाये और वह इस सवाल की ठीक तरह से जांच करके अपनी रिपोर्ट दे।

आयरन ओर्स को ट्रांसपोर्ट करने के लिए जो सर्वे हो चुका है वह गोवा और कारवार की तरफ से हुबली लाइन पर ट्रांसपोर्ट करना चाहिए क्योंकि यह चीपर और कुइकर पड़ेगा। लेकिन आप इसको मद्रास की तरफ जो ले जा रहे हैं और बौम्बे पोर्ट से जो निर्यात कर रहे हैं तो वह दूरी इससे कहीं अधिक है। बम्बई तो ५५० मील है और यह ३६६ मील है और जाहिर है कि इससे आयरन ओर्स के ट्रांसपोर्ट में देर भी होगी और वह महंगा भी पड़ता है। इसलिए गोवा पर रेलवे लाइन डालनी जरूरी है और कारवार की तरफ से इसको ट्रांसपोर्ट करना चाहिए जो कि फासला केवल १५० मील ही होता है और जाहिर है कि उधर से ट्रांसपोर्ट करने में वह चीपर और कुइकर पड़ेगा।

Shri Hanumanthaiya (Bangalore City): Mr. Speaker, Sir, the hon. Minister of Railways, in reply to my suggestion regarding uniformity of gauges, has said it was true that the multiplicity of gauges on the railways creates difficulty.

Mr. Speaker: Perhaps Shri Basappa also wishes to speak.

Shri Basappa (Tiptur): Yes, Sir; for just two minutes.

Mr. Speaker: But he must appreciate my difficulty.

Shri Hanumanthaiya: He has admitted the proposal as true and is in the interests of the country, but he has hesitated to take steps along those lines. The chief reason he gave was that the passenger and goods traffic must be in sufficient quantity. Bangalore City and Hyderabad City are growing; they are not in the same old position as they were, say, two or three decades ago. Bangalore City is nearing the mark of two million in respect of population. So is Hyderabad. In my speech during the general discussion of the railway budget I said that these railways have been based upon the imperialist pattern of presidency towns, namely, Madras, Calcutta and Bombay. The Railway Ministry and the Planning Commission, I said, are still being carried away, in spite of their wisdom and knowledge, by the mental momentum of a century and more. I asked them to wake up and nationalise, but this is the reply I got.

Even in regard to passenger and goods traffic, the time has come when broad gauge is the requirement. Bangalore has so many heavy industries; aircraft, Hindustan Machine Tools, and the telephones, besides textiles and so many other things. Hyderabad is also developing. These two States must necessarily be connected and there will be plenty of traffic, both passenger and goods.

The other day, an hon. Member from Andhra Pradesh, Shri Venkata-subbaiah, was asking for a direct broad gauge route from Hyderabad to Bangalore. I would not be parochial. I want this broad gauge line to be continued from Hyderabad to Bangalore and Salem and right up to Trivandrum. After the reorganisation of the States, Madras City—though it is an honourable city and I do not have any quarrel with them—is only one of the great cities of the South and not the great city as it

was once. To perpetuate this iniquity of treatment between city and city in South India is doing an injustice to themselves and to the people of South India as a whole. Why should anybody, either from Bangalore or Salem or Trivandrum, go to Madras round about and then go to Delhi? In these days of equal treatment and social justice, why should not people from Bangalore go direct from Bangalore to the capital of India? This is a matter of self-respect also; it comes to that. I have no time to analyse the comparative benefits that have been derived from Madras, *vis a vis* other States. I will have another opportunity for it. Here, I would only mention that we have to develop our export and import trade in particular with East Africa and the middle-east countries. Here is the machine tool industry, and the telephones. We have to export these goods in time to come to the African and middle-east countries. So, Mangalore is the port and Cochin is the port, which will answer this purpose. It is not as though our economy remains in the backward state in which it was once. We are developing at a fast rate.

This Railway Board and the Planning Commission, I pointed out last year, constructed the metre gauge so far as the Gandhidam-Kandla port is concerned. It is found that hardly after six to seven years it is not equal to the traffic and now they want to make it broad gauge or lay another parallel metre gauge line alongside it.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): There is no traffic from Kandla. That is our difficulty.

Shri Hanumanthaiya: That is what your figures disclosed last time. If the export trade has to be properly facilitated so far as India is concerned, these western ports and the hinterland ought to be connected. Therefore, I would again urge on the Minister to see that the line from

Manglore to Hasan and the line under construction from Bangalore to Salem are straightway laid as broad gauge. This promise of laying the track and bridges and other amenities as though for a broad gauge and then ultimately, when need arises, to convert the metre gauge to a broad gauge is neither wise nor economical. Afterwards, if you want to dismantle, it would entail unnecessary cost. After all, between the construction of broad-gauge line and metre gauge line, the extra cost is only one-third or less than that. This would be more than made up by the traffic and the economy of running. I would very seriously urge the construction of broad-gauge so far as these two lines which are under construction are concerned, because it would give great satisfaction to the people of Mysore, Andhra and that part of Tamil Nad and Kerala.

13.00 hrs.

I would make one more suggestion. Here is a discussion in Parliament and the Railway Board and the Railway Ministry are here. I am very happy about it. But the most important part—the Planning Commission—is not here, because they are the determining factor. I would ask the hon. Minister and the Railway Board to move in this matter, convene a conference of the representatives of the Planning Commission and the Railway Ministry and invite the representatives, the Members of Parliament, from Andhra, Mysore and Madras and thoroughly discuss the requirements of those areas.

Shri S. V. Ramaswamy: Why have you left out Kerala?

Shri Hanumanthaiya: Kerala also. Because it is so much to the left, it is left out. I think this conference of representatives will be able to take stock of the situation, consider the needs of the areas and the monies available at our disposal and do what is just and reasonable.

2258(A) LSD—4.

श्री प्रकाशवीर शास्त्री (बिजनौर) :
अध्यक्ष महोदय, . . .

अध्यक्ष महोदय : अब माननीय सदस्य पांच पांच मिनट में अपने प्वायंट्स कह दें ।

श्री प्रकाशवीर शास्त्री : जी हां । धन्यवाद ।

समाजवादी समाज की रचना के पीछे यह भाव बताया जाता है कि जिन के पास आवश्यकता से अधिक सुविधायें हैं, उन को उतनी सुविधायें न दे कर, जिनके पास आवश्यकता से कम सुविधायें हैं, उन को वे सुविधायें उपलब्ध कराई जायें । इसी प्राधार पर मैं कुछ मुझाव रेलवे मंत्रालय को देना चाहता हूँ ।

रेल उपमंत्री, श्री शाहनवाज खां, ने पीछे यह बताया कि रेलवेज में आठ हजार इस प्रकार के कर्मचारी हैं, जोकि सेलून के लिए एनटाइटल्ड हैं । इन आठ हजार में से अगर दो के पास भी एक सेलून मान ली जाये, तो लगभग चार हजार सेलून होते हैं ।

Shri S. V. Ramaswamy: 946 is the total; not 4,000.

श्री प्रकाशवीर शास्त्री : अगर सेलून की संख्या ९४६ भी मान ली जाये, तो उस का अभिप्राय यह है कि अगर दस डिब्बों की भी एक गाड़ी बनती है, तो रेलवे प्रशासन के पास कम से कम ९४ गाड़ियाँ एकस्ट्रा हो सकती हैं—जब सरकार की ओर से समाजवादी समाज की रचना का नारा लगाया जाता है, तो फिर इस संप्रदाय को भी सामान्य गाड़ियों में चलने की आदत डालनी चाहिये । यह बात हमारी अपनी परम्पराओं के अनुकूल होगी ।

दूसरी आवश्यक बात यह है, जिस के बारे में मैं ने पहले भी रेलवे मंत्रालय को

[श्री प्रकाशवीर शास्त्री]

सुझाव दिया था, कि कुछ लाइनों इस प्रकार की हैं, जहाँ एक्सप्रेस और मेल ट्रेन्ड इतनी अधिक संख्या में चलती हैं, कि वहाँ पर उन का पूरा उपयोग नहीं हो पाता है। अगर उन में से एक दो गाड़ियाँ दूसरी ओर हो कर चला दी जायें, जहाँ उन से ज्यादा से ज्यादा सुविधा प्राप्त की जा सके, तो वह उचित होगा और रेलवे मंत्रालय को उस पर भी विचार करना चाहिये।

उदाहरणार्थ रात्रि को सहारनपुर के लिए दिल्ली से तीन एक्सप्रेस गाड़ियाँ चलती हैं—फ्रन्टियर मेल, जनता एक्सप्रेस और मसूरी एक्सप्रेस। इस के अलावा चौथी गाड़ी हरिद्वार पसेंजर चलती है। ये चार गाड़ियाँ एक ही लाइन से हो कर निकलती हैं। यह जो मसूरी एक्सप्रेस है, जिस को पहले देहरादून एक्सप्रेस कहा जाता था, वह पहले हापुड़, गजरोला, बिजनौर, मौजमपुर नारायण और लक्सर हो कर देहरादून जाती थी। मेरा कहना यह है कि एक लाइन पर चार गाड़ियाँ दे देना और एक लाइन को बिल्कुल अछूता छोड़ देना उपयुक्त नहीं है। इसलिए मसूरी एक्सप्रेस पहले जिस रास्ते से चलती थी, अर्थात् गजरोला और बिजनौर हो कर, उसी रास्ते से इस गाड़ी को पास किया जाये। इस का सब से बड़ा लाभ यह होगा कि हमारे सीमावर्ती क्षेत्र का, दिल्ली से सीधा सम्पर्क हो जायेगा। क्योंकि मौजमपुर नारायण, नजीबाबाद में आगे हो कर कोटद्वार का स्टेशन आ जाता है। इस प्रकार उस भाग का हम दिल्ली से सीधा सम्पर्क जोड़ सकेंगे।

पीछे जब मैंने रेलवे मंत्रालय का इस बारे में लिखा था, तो उन की ओर से यह उत्तर आया था कि अभी वह लाइन बहुत हल्की है और उस पर भारी इंजिन नहीं दौड़ सकते। लेकिन जहाँ तक मेरी जान-

कारी है, अब वह लाइन पूरे तौर पर इस लायक हो गई है कि भारी इंजिन उस पर दौड़ सकें। यह भी कहा गया था कि अगर इस गाड़ी को इधर से पास करेंगे, तो दो जगह इंजिन बदलना पड़ेगा। लेकिन दुर्भाग्य से अब भी वही स्थिति है कि सहारनपुर और लक्सर में, इन दो जगहों पर, इंजिन बदलते हैं। अगर मेरे सुझाव को स्वीकार कर लिया जाता है, तो गजरोला और मौजमपुर नारायण में इंजिन बदलने पड़ेंगे।

यदि मसूरी एक्सप्रेस को मुजफ्फरनगर और सहारनपुर के बजाये गजरोला और बिजनौर, मौजमपुर नारायण हो कर देहरादून के लिए चालू कर दिया जाये, तो इस क्षेत्र के साथ एक बहुत बड़ा न्याय होगा। इस तरह मुरादाबाद से बरेली की रात्रि में दो एक्सप्रेस ट्रेन्ड, एक मेल ट्रेन और दो पसेंजर गाड़ियाँ भी पास होंगी हैं। इन में से एक हावड़ा-अमृतसर मेल चलती है, जो प्रातःकाल निकलती है। रात्रि का लखनऊ मेल और देहरादून एक्सप्रेस चलती हैं। अगर एक गाड़ी को उन में से ब्रांच लाइन से बाया चन्दीमी पास कर दिया जाये, जहाँ एक बहुत बड़ी मंडी है और जहाँ रेलवे का बहुत बड़ा ट्रेनिंग स्कूल भी है, तो यह बहुत उपयुक्त होगा और वहाँ के लोग उस से लाभ उठा सकेंगे।

मेरी जानकारी इस प्रकार की भी है कि गजरोला से नजीबाबाद के बीच में जो ब्रांच लाइन है, वहाँ पर कई स्टेशन ऐसे हैं, जहाँ टेलीफोन सिस्टम नहीं है। इस के परिणामस्वरूप यात्रियों को इस बात की कोई जानकारी नहीं हो पाती है कि गाड़ी कब आ रही है, लेट है या नहीं। वहाँ पर होता यह है कि समय पर सिग्नल मुका देते हैं, गाड़ी चाहे घाघ या एक घंटा बाद आए। यह जो ब्रांच लाइनें हैं, इस पर टेलीफोन सिस्टम होना चाहिए, बेटिंग रुम्ब होने चाहियें और प्लेटफार्म बड़े किये

जायें, ताकि गमियों में और बरसान में मुसाफ़िरों को जो कष्ट उठाना पड़ता है, उस से वे बच सकें। रेलवे प्रशासन की इस ब्रांच लाइन की और अब तक बहुत उपेक्षा रही है, लेकिन कम से कम अब यह उपेक्षा नहीं रहनी चाहिए।

मेरे एक मित्र ने मुझे इस बारे में भी मुझाव दिया है—और पहले भी मैं इस को आवश्यक समझता था—कि लक्सर और नजीबाबाद के बीच में एक बहुत अच्छा स्टेशन है चंदक, जो बिजनौर को सबक से सीधा जोड़ता है और जहां काफी सवारियां मिल जाती हैं। देहरादून एक्सप्रेस जो रात्रि को देहरादून से हावड़ा के लिए जाती है। अगर चंदक पर भी उस को ठहराने की व्यवस्था की जा सके, तो इस के लिए बड़ी अनुकूलता रहेगी। मेरा विश्वास है कि मंत्री महोदय इन मुझावों पर गम्भीरता से विचार करेंगे।

एक आखिरी मुझाव दे कर मैं बठ जाना चाहता हूँ और वह यह है कि हमारे देश में जितनी मेल गाड़ियां चलती हैं, उन पर तो बहुत ध्यान दिया जाता है कि वे ठीक समय पर चलें और उन के इंजिन बगैरह बिल्कुल ठीक हों। लेकिन हिन्दुस्तान की गांवों में रहने वाली गरीब जनता का बास्ता ज्यादातर पसेंजर ट्रेन्ड से पड़ता है और दुर्भाग्य से पसेंजर ट्रेन्ड को ठीक समय पर पहुंचाने का कभी यत्न नहीं किया गया है। अगर किया भी गया है, तो रेल मंत्रालय उस में सफल नहीं हुआ। आप अनुमान लगाइये कि जिस यात्री ने शाम को किसी स्टेशन पर उतरना है और वहां से छः कांस पर अपने गांव में जाना है, तो अगर रेल-गाड़ी लेट हो जाती है और कपड़े उस के पास नहीं हैं, तो रातभर वह उसी स्टेशन पर ठिठुरता रहेगा। अगर कहीं आषा हुई तो उस के सहारे वह रात काट लेगा वरना उस को और भी कठिनाई और

परेशानी का सामना करना पड़ेगा। इसलिए मैं यह निवेदन करना चाहता हूँ कि रेलवे प्रशासन जिम तरह मेल ट्रेन्ड का ठीक समय पर पहुंचाने का यत्न करता है, उसी तरह पसेंजर ट्रेन्ड भी ठीक समय पर चल सकें, जिन में भारतवर्ष की अधिकांश ग्रामीण जनता का सम्बन्ध है, ऐसा रेलवे प्रशासन को अवश्य प्रयत्न करना चाहिए।

श्रीमती शशांक मंडरी (पालामऊ) : अध्यक्ष महोदय, सब से पहले मैं रेलवे मिनिसटर को मुबारकबाद देती हूँ कि उन्होंने ने रेल विभाग में दूसरे मिनिसटरों की अपेक्षा कुछ अधिक उन्नति की है। लेकिन इस का मतलब यह नहीं है कि रेल विभाग में अभी काम ठीक तरह से हो रहे हैं। हम देखते हैं कि यात्रियों की देख-भाल पूरी तरह से नहीं हो रही है।

मुझ का हमेशा रेलवे पर सफर करना पड़ता है। मैं देखती हूँ कि यात्रियों को कितनी तकलीफ उठानी पड़ती है। आजकल जो फ्रस्ट-क्लास के डिब्बे बनाए गए हैं, उन में सीटें बहुत छोटी हैं और चार आदमियों के लिए जगह बहुत कम रखी गई है, जिस के कारण जरूरी सामान भी रखना मुश्किल होता है। दरवाजा बन्द करने पर भी धूल भीतर डिब्बे में आती है।

नाम के वास्ते फ्रस्ट क्लास के हर एक कम्पार्टमेंट में एक कंडक्टर रहता है लेकिन सफाई के बारे में कुछ भी खयाल नहीं करता है। गुसलखाने में इतनी गंदगी भरी रहती है कि भीतर जाना मुश्किल होता है। ऐसी हालत में कंडक्टर रखने का क्या फायदा है, यह मैं आप से पूछना चाहती हूँ। सफाई की तरफ समुचित ध्यान दिया जाना चाहिये।

जब फ्रस्ट क्लास की यह हालत है तो थर्ड क्लास के यात्रियों की क्या हालत

[श्रीमती गणेश क. मंजरी]

होगी, इस का आप अनुमान लगा सकते हैं ।

फस्ट क्लास में खाना, काफी चाय आदि बहुत खराब मिलती है जो डाइनिंग कार होती है उस में । जैसे पहले ठेकेदारी सिस्टम था, वह अब भी होना चाहिये । अभी जो डिपार्टमेंटल केटरिंग है, डिपार्टमेंटल सिस्टम है, उसमें कोई भी यात्रियों की परवाह नहीं करना है ।

मुसाफिर खाने में बहुत गंदगी रहती है । वहां सफाई की जरूरत है । इस और आप ध्यान दें । दूसरी दूसरी जो मुविधायें हैं, उन का भी प्रबन्ध हाना चाहिये ।

मैं यह भी कहना चाहती हूँ कि कुलियों को उनकी मेहनत की पूरी मजदूरी नहीं मिलती है सामान के हिमाब से । इसके बारे में भी कोई नियम बना दिया जाना चाहिये ।

बुकिंग आफिस ट्रेन के पहुंचने के थोड़ी देर पहले ही खुलता है । उस वक़्त बहुत भीड़ हो जाती है । टिकट मिलना मुश्किल हो जाता है । क्योंकि बहुत लम्बी लाइन लग जाती है । जब तक मुसाफिर टिकट ले कर आते हैं तब तक गाड़ी के छूटने का टाइम हो चुकता है और वह छूट चुकती है । इस और भी आपका ध्यान जाना चाहिये । बुकिंग आफिस ट्रेन के आने से काफी पहले खोल दिया जाना चाहिये । थर्ड क्लास में इतनी भीड़ रहती है कि भीतर जाना या बाहर आना तक मुश्किल हो जाता है । इस कारण से तो कितने ही गाड़ी में चढ़ नहीं पाते हैं और कितने ही लटकते हुए चले जाते हैं । जो भीतर जाने में समर्थ होते हैं वे धक्का मुक्की करके ही समर्थ होते हैं । इस धक्का मुक्की में लड़ाइयां हो जाती हैं, कपड़े फट जाते हैं । मुसाफिरों को कितने ही स्टेशनों तक खड़े खड़े जाना पड़ता है,

इतनी गाड़ी में भीड़ होती है । काफी समय के बाद उन को बैठने को जगह मिलती है और वह भी तब मिलती है जब कुछ मुसाफिर उतर जाते हैं । इस भीड़भाड़ को कम करने की तरफ आप को ध्यान देना चाहिए ।

चलती ट्रेन में दिन दहाड़े जो चोरियां, डकैतियां और जेब कटी की घटनायें हो जाती हैं, उन की तरफ भी सरकार का ध्यान जाना चाहिये और इस तरह की घटनाओं को होने से रोका जाना चाहिये ।

खाने पीने की चीजों की जा कीमत थर्ड क्लास के यात्रियों से ली जाती है, वह कम होनी चाहिये और उनको सस्ती चीजें दी जानी चाहियें । प्लेटफार्मों पर जो चीजें बिकती हैं, वे गन्दी होती हैं और खाने पीने की चीजों में तथा चाय वगैरह में बहुत मिलावट रहती है । इस सब के बारे में भी सरकार की तरफ से कुछ प्रबन्ध किया जाना चाहिये कि गन्दी चीजें न बिकें और उन में किसी तरह की कोई मिलावट न हो । कम दाम पर और अच्छी चीजें तीसरी श्रेणी के यात्रियों को मिलनी चाहियें ।

रेल विभाग की तरफ से जो सामान डोया जाता है, उसका किराया हर साल बढ़ता जाता है । लेकिन आप देखें कि साथ साथ माल की चोरी भी बढ़ती जाती है जिस की जवह से गवर्नमेंट को बहुत नुकसान उठाना पड़ता है । इस को बहुत आसानी से रोका जा सकता है । मैं चाहती हूँ कि इस पर भी सरकार ध्यान दें ।

मैंने यह भी देखा है कि आज मासूम यात्रियों पर, मासूम मुसाफिरों पर अत्याचार किये जाते हैं, उन से रुपया एँठने के तरह तरह के ढंग अपनाये जाते हैं । यह बहुत दुःख की बात है । इस तरह की चीजें नहीं होनी चाहियें । यात्रियों का कोई संघ मजबूती से बन नहीं सका है । उन का एक मजबूत

संघ बनाने की ओर भी आपका ध्यान जाना चाहिये ।

हजारीबाग जिले के भन्तगंत कोयला, भद्रक आदि की बहुत सी खानें हैं । सरकार को चाहिये कि वह हजारी बाग में रेलवे स्टेशन बनाये, ताकि वहां के लोगों को सहूलियत हो सके ।

बड़काखाना के यात्रियों के बारे में मैं एक बात कहना चाहती हूं । बड़काखाना से मुरी तक ही बोगी जाती है । रांची से रेल आने पर रामगढ़ और हजारीबाग के यात्रियों को उस पर बैठना पड़ता है । उन को वहां पर कभी कभी जगह नहीं मिलती है और जब ऐसा होता है तो उन को दिन भर वहां पर गुजारना पड़ता है जिससे उनका समय नष्ट होता है और तकलीफ भी बहुत उठानी पड़ती है । पहले ऐसा था कि वह टाटा तक जाती थी । अब भी मैं चाहती हूं वह बोगी टाटा तक जाय ताकि यात्रियों को आराम मिल सके । इसके बिना रामगढ़ और हजारीबाग के यात्रियों को बहुत तकलीफ होती है । इस ओर भी सरकार का ध्यान जाना चाहिये ।

13.14 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Dr. Ranen Sen (Calcutta East):
Sir, I take this opportunity to raise a discussion on a recent railway train accident that took place in Sealdah Division near Dhakuria Station. The southern section of the Sealdah Division is probably one of the worst looked after area under the Railways. A most all rejected rolling-stock are used on that railway. On the 19th of this month there was a train accident near Dhakuria Station in which a passenger train was involved. The accident took place in the morning. One could understand the cause of the railway accident because, as I said, the rolling-stock there is bad, the track is very bad and it is pro-

bably one of the worst areas where the trains are run in that way. Only six persons wounded. But that is not the main thing. The main thing is, the railway officers who are in charge of the railway track, who are supposed to look after the tracks in those areas, instead of looking into the causes, instead of enquiring into the causes of the accident, immediately, within two hours of the accident, brought the railway police and started demolishing certain huts where the refugees used to live or were living for the last ten to twelve years. The refugees had nothing to do with that railway accident. That has been admitted even by the enquiry that was conducted later on. Those refugees were living there for the last ten to twelve years. We hear so many things about rehabilitating the refugees, giving them relief and all those things. These refugees had built up those huts out of their own toil. The railway officials took that opportunity to demolish those huts. In all, Sir, 34 huts were demolished. I was there when I got that information. I asked the railway officer why those huts were demolished. He said that it was the order of the Divisional Superintendent. I contacted the Divisional Superintendent and I was told that it was necessary for the repair of the track. What was actually necessary was for the railway engineers and the district engineers to have taken more interests in the maintenance and repair of the track. Instead of that the huts of these poor refugees have been demolished.

I wanted to raise this point through a Calling Attention Notice, but because that was disallowed I take this opportunity to draw the attention of the Minister and request him to see that justice is done to those poor refugees whose huts have been demolished. They should be given sufficient money by the Railways to construct their huts. If the Railways are not in a position to keep them there, sufficient land is available with the

[Dr. Ranen Sen]

Eastern Railway Administration where those refugees can be settled. That is the only request, Sir which I want to make to the hon. Deputy Minister.

Shri Shinkre (Marmagoa): Mr. Deputy-Speaker, regarding the establishment or launching of new lines, Government have fixed two priorities, the first is in connection with the defence requirements and the second in connection with the export of iron ore. As far as the first priority is concerned, there is no question of any discussion or disagreement on that. But, as far as the second priority for the export of iron ore is concerned, I fail to agree with the Government. I think the Government have not been successful in that priority because otherwise I cannot understand how the legitimate and rightful claims of Goa could have been overlooked, as far as the export of iron ore is concerned.

As we all know very well, out of the annual export of iron ore of about 10 million tons from the whole country, Goa alone accounts for more than half, i.e., about 6 million tons, which figure can easily be raised to 10 million tons if proper facilities regarding transport are provided for. Out of these 6 million tons, only about 1 million tons are carried by railways because Goa has only one single metre-gauge line which cannot cope with more than 1 million tons. In addition to the present 50 odd miles of metre-gauge railway line in Goa, I would also suggest another line of 37 miles from Collem to Marmagoa for the transport of iron ore. Then I would suggest to the Railway Minister that if they take up immediately a broad-gauge line between Dicholi (Bicholi) to Collem, they would be in a position to carry 2 million tons of iron ore because, as it is, about 5 million tons are being carried by motor vehicles or by river transport. Before the liberation of Goa, the motor transport position in Goa was quite good because there was free and easy import of motor vehicles. As the

motor transport position in Goa is not going to remain the same, I would suggest that immediate attention should be paid to the requirements of Goa and immediately an additional broad-gauge line should be constructed between Collem and Marmagoa harbour, a distance of 37 miles, so that that line would be in a position to carry not less than 2 million tons of iron ore per year which according to the present freight rates, would fetch Rs. 2 crores, if my calculations are not wrong.

Besides, Goa has two mining areas, one in the Collem region and the other in Bicholi (Dicholi) region. The Bicholi region has no railway line. So, I would suggest for the consideration of the Railway Minister the launching of a line between Bicholi and Collem, which is a distance of hardly 30 miles. This additional line would be in a position to carry not less than 3 million tons of iron ore per year. Because, as I said earlier, out of the total production of iron ore of Goa of more than 6 million tons, 4 million tons come from the Bicholi region. Also, in the very near future the output could easily be doubled, if not trebled. Bicholi and Sankali, which are nearby, are very rich in iron ore. So, I suggest the launching of broad-gauge lines between Bicholi and Collem and Collem and Marmagoa, the total mileage of which will come to 70 or 60 odd miles and odd, as against 200 miles anywhere else in the country. The new railway lines that the Railway Ministry are contemplating for export of iron ore will in no case be less than 200 miles. Even in the case of Paradip port the railway line, which is going to be established in the very near future, the distance will not be less than about 170 miles, if I have read the Plan correctly.

I know that there is no reference in the current Plan to Marmagoa harbour because at the time the Plan was prepared Goa had not been liberated. That is no reason why the

Railway Ministry could not give proper attention to the legitimate claims of Goa. It is not for the sake of Goa alone that I am claiming these lines but for the whole of India. No country will be proud of export of iron ore, but since our country has realised and decided that we cannot afford not to export iron ore for at least quite a number of years to come, those lines should be taken up soon. It is in that context that I would request the Railway Ministry to take into consideration the legitimate claims of Goa and make arrangements to launch a new line connecting Bicholi and Collem and a broad-gauge line between Collem and Marmagoa, in which case the railways would be in a position to lift almost 10 million tons of iron ore per year.

The other suggestion that I have to make to the Railway Ministry is the launching or establishment of a new line connecting Mangalore and Bombay via Goa, the so-called West coast railway line. Now there is a talk of a national highway being established in that area. All the same, I think a railway line connecting Mangalore and Bombay, passing through Goa, is a real necessity and will meet with the age old aspirations of the people of that region. During the days of monsoon, which is particularly heavy in those regions, you would not believe it but it is a fact that people from this region sometimes take more than three days to reach Bombay from Mangalore. On the other hand, if this straight line connecting Mangalore to Bombay via Goa is taken up, it would hardly be a matter of 24 hours or even less.

The other suggestion that I would like to give to the Railway Ministry is about the construction of an over-bridge at Sanvordem (Kurchodem) station of Goa. The yard of that station is all the time crowded with big and huge stacks of iron ore and there is constant movement of motor vehicles like trucks and cars with the

result that proper facilities are not provided to the people for crossing the line from either side of the small town. Although it is a small town, almost the entire trading community from either side of the station yard has to cross the railway line all the time and it is causing a lot of inconvenience to the people. For the want of an over-bridge, they are held up for hours together. Since this is only a small matter, I hope that early steps would be taken for the construction of that over-bridge.

Regarding the other points of interest to Goa, Dr. Sarojini Mahishi has already drawn the attention of the Railway Ministry to some important matters and I hope the Railway Ministry will pay attention to them.

श्री सिंहासन सिंह (गोरखपुर) :
उपाध्यक्ष महोदय, मैंने परसों सैलून के बारे में आप का ध्यान आकर्षित किया था लेकिन उस का जवाब नहीं मिला। आज सौभाग्य से श्री प्रकाशवीर शास्त्री ने इसी के सम्बन्ध में कुछ बातें कहीं। हमारे मंत्री महोदय ने बतलाया है कि कुल ६६४ सैलून हैं। अगर एक सैलून की रोजाना की आमदनी २,००० रु० मान ली जाय तो आप समझ सकते हैं कि साल भर में एक सैलून की आमदनी करीब ७ लाख ३० हजार रु० हो जायेगी।

श्री किशन पटनायक (सम्बलपुर) :
उपाध्यक्ष महोदय, मिनिस्टर साहब के पास कोई हिन्दी समझने वाले बैठें।

Shri S. V. Ramaswamy: I can follow Hindi. But if he speaks in English, it will be welcomed.

Shri Sinhasan Singh: I will speak in English.

If a saloon's earning can be put even at Rs. 2000 a day—a saloon is a big bogie and it can easily be converted into III class with an accommodation for 90 persons—say, in between Delhi and Calcutta, it comes to

[Shri Sinhasan Singh]

about Rs. 60,000 a month and further multiplied by 12, it comes to Rs. 7,20,000 per saloon a year. So, in this way, if 1000 saloons are taken into account, you can imagine what a colossal amount of money the Government is wasting for providing comfortable conveyance to the officers.

Shri S. V. Ramaswamy: They are not running all the time.

Shri Sinhasan Singh: They may not be running all the time. But the dead weight is there. If they are converted into III Class bogies, numbering hundreds, what an amount of congestion will be relieved. Why give this privilege to the officers? In these days, we are talking of socialism and here we are making a difference between one person and another. Nowadays, air facilities are given to them and all the officers are entitled to both the air-conditioned class and air service. The officer likes to come, from Calcutta to Delhi or from Calcutta to Bombay, in a saloon. This way they are putting a colossal loss to the nation. Why should it continue? When every other facility of transport is there, they can easily make use of it. Let these saloons be converted into III Class or II Class or I Class bogies, whatever it may be. All the officers entitled to I Class passes can go in I Class. My submission is, specially when in these days we are talking of reducing the gap between the poor and the rich, that we should reduce the gap between a III Class congested coach and a big saloon bogie. Whenever I see an attached saloon and the people riding on the roof of III Class coach, my heart burns. My son is also an officer entitled to a saloon. But I tell him why should he use a saloon. He said that the only reason is, "We must be provided with some inspection quarters or rest rooms for our going on inspection." Imagine hardly there is one big station in between 80 miles of distance where rest rooms are not provided for officers. All the officers are provided with motor trolleys, not

even hand-driven trolleys. They can easily make a run of 40 miles from either side, make an inspection and come back to the bigger station and stay the whole night there. There is no justification on any ground to have any saloons except show saloons. In British times no saloons were air-conditioned. But nowadays almost all the officers, Chief Engineers and above, travel in air-conditioned saloons.

Shri S. V. Ramaswamy: There are only two air-conditioned saloons on the Broad Gauge and only one on the Metre Gauge.

Shri Sinhasan Singh: Fortunately, our Minister has decided not to use saloons. Shri Lal Bahadur Shastri had given up the use of saloons. Now the present Minister has also said that he will not use them. I feel all the three Ministers would not be using the saloons. If the Ministers are not using saloons, why should the officers use saloons? The time has come when all this should be considered.

Now, I have some suggestions about the opening of certain lines as others have also given. I may also do it. Gorakhpur is a developing town, a big fertiliser factory has been established and the broad gauge has come from Barauni upto Samastipur. If it is extended to Gorakhpur main line of N. E. Railway, I think it will be helpful in carrying the fertiliser from Barauni and also in distribution and it will relieve much of the difficulty. It will not be a costly affair. Let the metre gauge line also run and the broad gauge line may also run. Instead of two lines, by putting one more extended line, let there be three lines. If that is done, it will be a great help.

Then, Sir, in between Delhi and Lucknow there are two trains running. Both of them are running almost at the same time. From Lucknow, one train starts at 9.00 P.M. and another starts at 8.20 P.M. and from here one train starts at 7.05 P.M. and another at 9.00 P.M.

Shri S. M. Banerjee: But they are two different routes.

Shri Sinhasan Singh: But I say, if they could have one train in the morning, that would be helpful. Many of the people come from the eastern side. If the train is late, they miss both the trains and they have to wait for the whole night at Lucknow. There is a congestion there. There are two trains running simultaneously in-between Delhi and Lucknow. I think, if they consider having one more train running in the morning from Lucknow to Delhi, that will relieve much of the congestion and help a great deal.

Dr. M. S. Aney (Nagpur): Mr. Deputy-Speaker, Sir, there is very short time at my disposal and I do not want to make any introductory remarks. I have given three cut motions. The first cut motion is regarding the pensioners. At the time when there was no pension scheme, certain Railway servants had to retire on accepting bonus. After some time the pension scheme was introduced by the Railways. But a limit was fixed that persons who have been in Railway service from such and such a date are only entitled to it and all those Railway servants who were there before that date have been discarded. I think that crucial date is 1-4-1957. All those persons who were in service prior to 1.4.1957 have been discarded as not entitled to pension at all. The question is this. In those days when there was the bonus scheme, in the earlier days, there were a few persons and the persons who have gone on bonus scheme must not have increased now. If it had been possible for them to opt between bonus and pension, they would have certainly gone in for pension. But since there was no option, they went on bonus. I remember when this question was discussed once here; the hon. Minister, Shri Jagjivan Ram said that if those persons who retired earlier were prepared to return their bonus money, they would consider their

case. Even that condition was accepted and certain persons have come forward and made an offer that they are prepared to pay back the bonus money. Then it was stated that the assurance which was given by the hon. Minister was, as a matter of fact, only a suggestion made and that the Railways are not prepared to give retrospective effect to that. I only want to appeal to the hon. Minister here who probably had at one time espoused the cause of these persons and who fortunately happens to be the Railway Minister now, to consider their case purely from the humanitarian point of view. If these persons want to get the benefit of pension, they should be given that pension benefit even on the condition that they return the bonus amount. The bonus amount should be taken from them for the period and you must also calculate the amount of pension for that period and deduct that amount from the bonus and whatever still remains they may be asked to return. On that condition you may accept this and give them the benefit to which they are entitled. I think their case is very clear and they should be given the benefit of that.

Then, I come to another small point which may look like a personal affair. Being unable to walk, I have to apply to the Station Master to provide me with an invalid chair in order to get in and get out of the compartment. I find that even in very important stations there are no invalid chairs available. The chair is got from the waiting room and four persons are required to lift the chair. Then I have to occupy the chair. There are wheeled invalid chairs in hospitals. Why similar chairs are not kept there? I do not know. Such a chair is available only at one or two stations. At many of the stations they are not available. Once I found that there was only one invalid chair. Of course, one old lady was also there and the chair was got. I allowed the

[Dr. M. S. Aney]

chair to be used by the old lady first and I had to wait for half an hour. There was that difficulty. Notwithstanding all the care which Government have been taking in regard to bettering and improving the condition of health of the people, there are bound to be certain invalid persons who have to travel, and on important stations at least there should be proper provision of invalid chairs. It is a question of humanitarian consideration. I am sure that my hon. friend Shri Dasappa who is known for his kindness and his spirit of sympathy and mercy for the invalid will not be found wanting in this respect and he will look into this matter and do the needful.

Then, I come to the question of catering arrangements. The Grand Trunk Express from Delhi to Madras passes through three zones, the northern zone, the central zone and the southern zone. The catering arrangements in the Grand Trunk Express are such that at present the food served is of either the North Indian type or of the South Indian type. They do not take into account the fact that in-between there is a class of people known as Maharashtrians, who have got also their own type of food. I do not know why they are ignored.

Mr. Deputy-Speaker: I have rung the bell thrice. The hon. Member should try to conclude now.

Dr. M. S. Aney: I am dealing with the question of food, which is a very important one, and the travellers will have to starve without it. My only submission is that while appointing the cooks, if they could only appoint at least one cook from that area, arrangement could easily be made to serve also the Maharashtrian type of food.

In conclusion, I would deal with the need to construct certain new

lines. Year after year, I have been speaking in this House about reconstructing the line from Darwha to Pusad which was dismantled during the first World War. My hon. friend Shri S. V. Ramaswamy is looking at me, because I am sure he remembers the conversation that took place last year. He then said that Government would like to go into that question in detail and see the place. But I have been waiting for a whole year in the hope that there would be some intimation from him to come and see the place. I would like to point out that the conditions in regard to commerce and industry which exist at present in this region have changed tremendously, and if the line from Darwhar to Pusad is constructed again, it will be one of the most prosperous and profit-making lines that you can ever imagine. All the lines dismantled during the First World War have been reconstructed already. But so far as this particular line is concerned, nothing has been done so far. When it was dismantled, a promise was given on the floor of this House, and a letter was also sent to me that this would be the first line that would be reconstructed when the question of reconstruction would be taken up. I would only like to remind my hon. friend that he should find some time to visit Darwhar and if he sees that place, I am sure I shall be able to convince him that there is a very good case not only for reconstructing the line but also for converting it into a broad gauge line from Murtyapur to Pusad.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Dr. M. S. Aney: I would just mention only two more names. There is need to construct a new line from Amraoti to Narkhed. This also should be taken into consideration. There is also a third line to which I would like to make a reference. . . .

Mr. Deputy-Speaker: I have to call the hon. Minister at 1.45 p.m. The hon. Member should conclude now.

Dr. M. S. Aney: If these two lines are taken into consideration by the hon. Minister and they are constructed, I shall forgo the privilege of pleading for the third line which I have had in mind, and which I am not able to get at readily just now.

Mr. Deputy-Speaker: Now, the hon. Minister.

श्री रामेश्वरानन्द (करनाल) : उपाध्यक्ष महोदय, मैं इस पर बोलना चाहता हूँ ।

उपाध्यक्ष महोदय : स्वामी जी, इस समय माफ़ कीजिये । मैं ने मिनिस्टर साहब को जवाब देने के लिए बुलाया है । आगे आप को बोलने का मौका दे दूंगा लेकिन इस समय माफ़ करें ।

Shri Basappa (Tiptur): A suggestion was made that the reply of the hon. Minister may be given on Monday.

Mr. Deputy-Speaker: No, I have to call the hon. Minister just now. We have to finish it today, by 2.30 p.m.

श्री रामेश्वरानन्द : हमारी तरफ से कोई भी नहीं बोला है । मैं केवल थोड़ा ही समय लूंगा ।

उपाध्यक्ष महोदय : अच्छा बोल लीजिये लेकिन पांच मिनट में ही समाप्त कर दीजिये ।

श्री रामेश्वरानन्द : श्री विश्वतश्चक्षुस्त-विश्वतोमुखो विश्वतो बाहुस्तु विश्वतपादः स्यादः सं बाहुभ्याम् धर्मात् सं पतत्रैयतत्रैः धर्वा भूमि ब्रजनयन् देवकः

उपाध्यक्ष महोदय, रोहतक से पानीपत तक एक रेलवे लाइन बनी हुई है । ग्रंथों के बक्त में चला करती थी । उसकी लाइन

उठा ली गई । अब भी वह गोहाना तक चलती है । वह रोहतक से गोहाना तक चलती है । आगे नहीं बनाई जा रही है । मैं नहीं समझता कि गोहाना तक रेलवे लाइन के बन जाने से कौन सा लाभ रेलवे का है ? मैं यह मांग करता हूँ कि उस लाइन को पूरा पानीपत तक किया जाय । उस से रेलवेज को पर्याप्त आय होगी ।

दूसरी बात मैं यह कहना चाहता हूँ कि इधर जगाधरी की तरफ से दिल्ली आने के लिये कोई भी शीघ्रगामी यान दिन में नहीं चलता है । रात्रि को ही सब के सब निकल जाते हैं । इस कारण लोगों को कितनी कठिनाई का सामना करना पड़ता है इसका वहां की जनता को ही पता है । मैं चाहना हूँ कि जो गाड़ियां शीघ्रगामी चलती हैं जहां वह इस ओर से चलें वहां उस ओर से भी चलें । वह जगाधरी से भी चलनी चाहिएं ।

एक बात मैं यह भी कहना चाहता हूँ कि जगाधरी फाटक को पार करने में आज काफी असुविधा होता है । काफी समय तक गाड़ियां शंटिंग आदि करती रहती हैं और वहां से लोगों को निकलने में भारी कठिनाई होती है । उस के ऊपर से एक पुल बनाया जाना चाहिये ताकि मोटर आदि ऊपर पुल से गुजर सकें । जगाधरी के ऊपर एक पुल का बनाया जाना बहुत आवश्यक है । आए वर्ष वहां अनेकों दुर्घटनाएं होती हैं और लोग मारे जाते हैं ।

पानीपत में जीद ब्रांच अलग है और एक अम्बाला जाती है । अम्बाला जाने वाली गाड़ी के ऊपर से पुल बना हुआ है लेकिन जीद ब्रांच के ऊपर से पुल नहीं है । उधर नवीन नगर बना हुआ है । सारी कचहरियां उधर हैं । गन्ने की मिल उधर है । गाड़ी के ऊपर से केवल रेलवे को पुल बनाना है लेकिन वह बनाया नहीं जा रहा है । पैसे को व्यर्थ काफी खर्च किया जाता है लेकिन उस पैसे द्वारा उपयोगी काम नहीं किए जाते हैं ।

[श्री रामेश्वरानन्द]

कम से कम २० मृत्युएं आये वर्ष इस पुल के न होने से होती हैं ।

उपाध्यक्ष महोदय, आप छोटे छोटे स्टेशन बाबरपुर और घरौडा को देखें । उधर समालखा को देखें । गाड़ियां आती हैं । जाड़े के दिनों में, वर्षा के दिनों में और भीषण गर्मी के दिनों में यात्रियों के खड़े होने और ठहरने के लिये उपयुक्त व्यवस्था नहीं है । वहां पर यात्रियों को वर्षा, घूप और शीत में गाड़ियों की प्रतीक्षा में बहुत देर तक प्लेटफार्म पर ठहरना पड़ता है लेकिन वहां पर उनके सिर छिपाने के लिये कोई शैंड, छाया आदि प्रदान करने के लिये व्यवस्था नहीं है । यही हालत समालखा की भी है । बाबरपुर, घरौडा रेलवे स्टेशन पर रात्रि में यात्रियों के ठहरने के लिये कोई विश्रामालय नहीं बने हुए हैं । जहां टिकटघर हैं वहां केवल यात्रियों को खड़े होने के लिये जगह है लेकिन वहां पर रेलवेज द्वारा कोई विश्रामालय नहीं बनाया जा रहा है । जब मैं दिल्ली के सब्जामंडा रेलवे स्टेशन को देखता हूं तो मुझे तो आश्चर्य होता है । यहां सब्जामंडी पर दो पुल बिलकुल पास, पास में बना कर खड़े कर दिये गये हैं । अब क्या यह देहातों से सम्बन्धित या छोटे छोटे कस्बे और शहरों वाले लोग क्या रेलवेज को किराया नहीं देते हैं जो उनके प्रति इतनी उपेक्षा बर्ती जा रही है ? क्या यह बेचारे मुफ्त चलते हैं जो इनको सुविधा का जरा भा ख्याल नहीं रक्खा जाता है ? आज केवल शहरों के निवासियों का ही सुविधा का ध्यान रखा जा रहा है ।

समालखा से लेकर मौड़ी तक, पानीपत और कुरुक्षेत्र को छोड़ कर, बीच में पड़ने वाले अन्य स्टेशनों पर गाड़ियों का मेल तो होता है लेकिन उन स्टेशनों के दूसरी तरफ प्लेटफार्म नहीं बना है और इस कारण यात्रियों को भारी असुविधा का सामना करना पड़ता है । एक तरफ प्लेटफार्म पर गाड़ी आकर खड़ी हो जाती है और दूसरी तरफ कोई

प्लेटफार्म ही नहीं होता है और उस कारण यात्रियों को बड़ी दिक्कत उठानी पड़ती है । ऊपर से कहीं पर भी पुल बना हुआ नहीं है । वहां पर यात्रियों को अपनी असुविधा है कि अगर कोई जिम्मेदार व्यक्ति वहां जाय तो वह आश्चर्यचकित रह जाएगा । मंत्री महोदय चूंकि वायुयानों में जाते हैं इसलिये उनको वास्तविक स्थिति का पता नहीं चल पाता है । मैंने इसीलिये पहले मंत्री महोदय से प्रार्थना की थी कि वे एक बार जरा उस लाइन पर यात्रा करके देखें और आप से भी मैंने यही प्रार्थना दुहराई है और यह संतोष का विषय है कि आपने वेसा करने का वायदा भी किया है । बजट सेशन का समाप्ति के बाद आप वहां की स्थिति को देखने का यत्न करेंगे । उस लाइन पर जितने रेलवे के फाटक हैं और उन फाटकों से पार होकर गाड़ियां जाती हैं । लोगों को गाड़ियों के पार होने के लिये जो रास्ता है वह रास्ता इस प्रकार का है कि लोगों की गाड़ियां उस पर से चढ़ नहीं सकती हैं ।

मौरी एक रेलवे स्टेशन है । वहां रेल के फाटक के नीचे काफ़ी पानी भरा पड़ा है और उसमें मिट्टी भी नहीं गिराई जाती है जिससे कि गाड़ियां पार नहीं हो पाती हैं और फंस कर रह जाती हैं । मैं यह मांग करता हूं कि यह रेलों के जितने फाटक हैं इन को पक्का बनाया जाय । लोगों के आने जाने के लिये और गाड़ियों के आने जाने के लिये सुविधा रहनी चाहिये । आज जो रेलवे के फाटक बने हुए हैं गाड़ियां उन पर से चढ़ नहीं सकती हैं । इस प्रकार की असुविधाएं आज रेलवे में हैं ।

मुझे रेलवेज से प्यार है । यह भारत की रेलवेज हैं । लेकिन मुझे आज की हालत को देखकर दुःख होता है । आप दिल्ली से ग्वालारा तक गाड़ी पर जा कर देखें । अंग्रजों के वक्त में रेलवेज के गाहे की सुरक्षा बेसदार किया करते थे और उन में बहुत सक्ड़ी पैदा होती

धी। अब वे गाहे जंगलात को दे दिये गए हैं। आज उन में एक भी पेड़ नहीं उगाया जा रहा है। आप जा कर यह बात देख सकते हैं। लाखों रुपये खर्च कर के वहां गड़ड़े खुदवाए जाते हैं। जहां कन्लर-मोर है, वहां भी गड़ड़े खुदवाये जाते हैं। लेकिन वहां पर पेड़ कैसे पैदा हो सकते हैं? जहां पानी छाती छाती तक भरा हुआ है, वहां पेड़ कैसे उग सकते हैं? इस अव्यय को समाप्त करना चाहिये।

ग्रंजों के वत में ये गाहे बिका करते थे और इन की घास बिका करती थी। कई जगह उन को खेती के लिये दे दिया जाता था। दिल्ली से भ्रम्बाला तक दसियों हजार रुपये की घास बिक जाती थी और उस से रेलवेज को आय होती थी। लेकिन अब ऐसा नहीं किया जाता है। और ये गाहे जंगलात को दे दिए गये हैं। पुराने पेड़ तो उजड़ गए, लेकिन नये पेड़ नहीं लगाए जा रहे हैं।

मैंने बहुत सी बातें कहनी थीं, लेकिन समय न होने के कारण मैं समाप्त करता हूं। वर्तमान मंत्री महोदय समझदार हैं, बड़े बुद्धिमान हैं। मैं आशा करूंगा कि वह इन मुझाग्रों पर ध्यान देंगे, नहीं तो मैं फिर उन के दफतर पर जा कर दरवाजा खटखटाऊंगा—छोड़ूंगा नहीं।

Shri S. V. Ramaswamy: Many cut motions have been moved. About 20 hon. Members have spoken of very many things, about new lines, level crossings, local needs and so forth. It would not be possible for me to answer everyone of them because the time at my disposal is short. I would therefore be concentrating only on the main points of all India importance. With regard to the other points which remain unanswered, hon. Members will be getting in due course, a reply on the specific points raised by them.

Shri Nambiar raised the question of the audit report. Hon. Members are aware that year after year the Audi-

tor General reviews the position not merely of the Railways but of other Central Ministries and then sends his reports which are placed on the Table and sent to the Members also. These are subsequently reviewed by the Public Accounts Committee of this Parliament, Parliament sitting in Committee. The Auditor General also sits there to assist the Committee in elucidating certain matters. Evidence is taken. The officers of the Ministry concerned are summoned. Questions are put to them in detail and explanations obtained. This is the procedure that has been laid down and adopted.

As regards the earlier report mentioned by Shri Nambiar, wherein he made special mention of a handling contract, that has already been examined by the PAC. P.A.C. found that some other Ministry was responsible for it; the Railway Ministry was not involved in it. P.A.C. have asked the other Ministry to report on it and explain the position.

Shri U. M. Trivedi: That means there is no co-ordination between Ministries.

Shri S. V. Ramaswamy: It is not a question of co-ordination. It is a vast administration which has got to function in different departments. The co-ordinating check is done by the PAC and the Estimates Committee.

Shri U. M. Trivedi: This explanation is like a lineman saying 'I am not concerned with traffic'.

Shri S. V. Ramaswamy: I am sorry. The hon. Member is senior Member. He knows the procedure laid down, and which is the co-ordinating authority. It is not that any Ministry can escape from the purview of this Parliament.

I would submit that the total magnitude of the loss adjusted in the accounts of 1962-63 as indicated in the Audit Report (Railways)—1964, namely Rs. 160 lakhs has to be adjusted in relation to the total

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capital and revenue expenditure of the order of Rs. 986 crores, which just works out 0.16 per cent. Much has been made of this, but as I submitted, the points mentioned by Shri Nambiar are matters for consideration and they have been or will be considered by the PAC. The reports of the Committee are placed on the Table. If there is any mistake found in any Ministry, it is certainly taken up and followed up.

Shri Nambiar: This happened three years back. What action has been taken against the officials concerned?

Shri S. V. Ramaswamy: He mentioned two matters. In one, this Ministry was not responsible. It was some other Ministry that was concerned. Their explanation has been called for. They are submitting it. That will in due course be examined by the PAC again.

The second question was about the sleepers ordered from USA. There was then some difficulty about adequate supply of wooden sleepers in the country. This is not a question of loss at all. The finding of the Public Accounts Committee is that certain moneys were locked up to the tune of about Rs. 65 lakhs, not that there was a loss. The timber that was imported, the sleepers, began to show certain cracks, and the Railway had therefore stored it. The PAC's question was 'Why do you store it? Why did you lock up money?' Subsequently, it went into arbitration. We got the award in our favour after a prolonged process.

Shri U. M. Trivedi (Mandsaur): *Ex-parte.*

Shri S. V. Ramaswamy: I do not know about *ex-parte*. The award was in our favour. What does it matter whether it is *ex-parte* or not. The award is under the Arbitration Act and the arbitration clause in the agreement.

Shri U. M. Trivedi: Will the hon. Minister be pleased to explain why sleepers were imported at Rs. 31.29 per sleeper when they were available here at Rs. 18 or Rs. 14 per sleeper?

Shri S. V. Ramaswamy: It would not be possible for me to go into those details just now. If the hon. Member likes to pursue it, he might come to me and we will sit and discussing it.

Shri U. M. Trivedi: I will certainly.

Shri S. V. Ramaswamy: The point was that there was shortage of sleepers in the country. We had to import. That was the position. Therefore, I do not think there is much point in what Shri Nambiar said.

Then the question of new lines was raised. A number of hon. Members have spoken of various things. They spoke of this survey and that. With regard to new lines, so far as the third Plan allocation is concerned, all the funds at our disposal are committed, and in due course, the State Governments will be asked to submit their proposals for the Fourth Plan. They would be requested indicate their priorities and thereafter in the formulation of the Fourth Plan, they will be discussed at various levels, there will be discussions with State Governments, there will be discussions in the NDC also where all the State Chief Ministers sit together. Then they will be discussed in the Planning Commission at various stages and then they will be formulated, in the context of the total availability of funds for this purpose. That is the procedure.

With regard to surveys many hon. Members have suggested, do this, do that. Construction of new railway lines in different parts of the country is not undertaken at present on any State-wise consideration. One hon. Member, Shri Sivamurthi Swamy, said that not one inch of railway has been constructed in addition in Mysore, though as a matter of fact, the

Hasan-Mangalore line has been sanctioned and some other lines are partly in Mysore State. But each line is decided upon the actual needs of specified industrial projects, development of ports, exploitation of mineral resources, strategic requirements and the railways own operational needs, within the Plan provision for such works, as approved by the Planning Commission.

14.00 hrs.

A survey is carried out only when:

- (i) a rough examination of the topography of the area reveals that construction in the area is practicable;
- (ii) there are reasonable chances of the line being remunerative or it is an operational necessity; and
- (iii) there are also reasonable chances of the line being taken up for construction in the near future.

With the rapid developments taking place throughout the country, any survey undertaken, unless followed up with construction, would prove to be out of date after a few years. There is thus, no immediate urgency to undertake any large-scale survey operations throughout the country, without weighing the reasonable possibility of their subsequent construction. Surveys are sanctioned and undertaken for projects likely to come up for execution shortly thereafter in consultation with the Planning Commission. That is the position.

Specific railways have been urged. Shri Masani is sitting in front of me, and I think I must deal with his point. I can very well understand the anxiety of not only Shri Masani, but friends here, there and everywhere from Gujarat and Saurashtra, who are eager to know something about the Jund-Kandla line. True enough it was provided for in the Second Plan. As you are well aware, we built up

the capacity for 450 wagons metre gauge from Kandla to the hinterland, but the traffic that was expected at Kandla Port on the metre gauge section has not come up to expectations. Though the capacity is 450 wagons per day, the average traffic has barely reached 300 wagons. Subsequently it was advanced that the point would be to link up Ahmedabad with Kandla by broad gauge. That was examined, and we thought that the shortest route was Jund-Kandla. Subsequently we found that traffic on the Rajkot line was increasing via Viramgaon and Wanekner. The traffic is so great that unless we double it or convert it into broad gauge, we will not be able to cope with the developing traffic. The traffic actually is on this line.

We are not the only Ministry concerned in this. We consult also the Ministry dealing with ports—the Ministry of Transport—and find out the prospects at the ports, the traffic that they will give. We have asked them and they have said that 75 to 80 broad gauge wagons would be released by about 1970-71. That is only about 1½ broad gauge trains, and we thought that laying a broad gauge line for this purpose, depending entirely on the port, might not be prudent. Therefore, we examined this matter and found that even if Kandla port did not give the traffic expected of it, the converted broad gauge line would pay its way. That is what the survey shows. Therefore, we are thinking along these lines, but we have not come to any conclusion. Though there are Members here and outside who would like this line or that line, one thing seems to be common to all hon. Members who come from this area that some decision should be taken as quickly as possible. On that point, the Railway Ministry is also agreed. The question is of relative overall benefit. It is not as if Railways can wholly ignore the commercial aspect of it. True, this converted broad gauge line would be a longer route by about 50

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miles; even so, if ultimately this is going to pay as we think, the question is why we should not take it up. There is also difference in cost of about Rs. 3 to Rs. 4 crores between the shorter and this route. Even then, this is likely to be more paying. We are considering all this.

We also feel that, in addition to the goods traffic that will move from Kandla, we will have the passenger traffic also, and one great advantage is that broad gauge will be taken right into the heart of Saurashtra if the Rajkot line is taken up. As I submitted, we have not come to any final conclusion. We are balancing all this, and the House will agree that whatever money we spend is the money of the nation; the railway money is not separate, it is what the nation has given to the railways. So, the money that belongs to the nation has got to be put to the best use. Otherwise, Parliament will question the Ministry as to why they spent the money when they knew that it would not pay. Therefore, we have got to be circumspect, to weigh the things, and to put the nation's money to the best use. Of one thing I may assure the House. We shall certainly come to a conclusion quickly and take up this line, and it will not be disappointing at all to Saurashtra, which I know is very eager to have this line.

Shri Jashvant Mehta (Bhavnagar): I want one clarification on this controversy. By what time will the Railway Board decide it finally, that is the important thing.

Shri S. V. Ramaswamy: I would ask the hon. Member: can you fix a time limit and force the Board to come to a conclusion straightaway by a particular hour or minute?

Shri Jashvant Mehta: This controversy has been going on for a long time.

Shri D. J. Naik: It should be done as early as possible.

Shri S. V. Ramaswamy: I know they are eager, and that the whole of Saurashtra is expecting some line to be constructed. We are well aware of it, and I assure the House that we will take a speedy decision on this issue.

My hon. friend Shri Patel also raised the question of Tarapore line. This has been examined before and found not to be paying. It is about 85 miles, and the traffic and engineering surveys show that it will cost about Rs. 10 crores or more, and that it is not likely to yield much more than one or 1½ per cent return. That is why it was not taken up, and I might also submit that it is not included in the Third Plan. Therefore, the question does not arise now of reviving it. If the State Government recommends it, it is for the Planning Commission to examine it in the light of the report of the traffic survey that we have, and then see what can be done.

Shri Jashvant Mehta: The State Government has given priority to this line.

Shri S. V. Ramaswamy: The priority was given, no doubt. The priority is there to show that the State Government exercised its judgment and then gave the order of preference, but they may not have been aware of the traffic possibilities, of the engineering difficulties, of the cost; it is for us to examine, we make the traffic and engineering surveys and then if we find that a line is not likely to be paying, we find it difficult to accept it. Simply because a State Government has given it first priority, it does not mean that it should be accepted. The financial implications have got to be gone into, the likely return on the investment computed etc. All these have got to be looked into, and it is not one Ministry alone that does it.

We have got to go to the Transport Ministry which is connected also, as the possibility of road competition has also to be considered. The Planning Commission, which has the over all picture, has got to look into the matter and then decide whether the Project should be accepted or not.

As for Shri Sivamurthi Swamy, as I have submitted already, it is not quite correct to say that not one inch of railway line has been added in Mysore State. So many things have been done, and are being done. Apart from the conversion of the line from Poona to Miraj, we have ordered a survey of the Hospet-Hubli-Londa-Marmagao line.

Shri Basappa: Not Karwar?

Shri S. V. Ramaswamy: Karwar is not in the picture.

Shri Basappa (Tiptur): He spoke of the Hospet-Karwar line, because iron ore of nearly 1,000 million tons is there awaiting export. The distance by this line is only 190 miles, while from Hospet to Madras it is about 340 miles.

Shri S. V. Ramaswamy: I shall forget all about Madras, it is out of the picture, out of my mind. The proposal is to increase export via Goa, which is going to be a major port. Broad gauge is coming up to Miraj, and therefore this metre gauge should perhaps be converted and linked up to Hubli, Hospet, Londa and then Goa. We are all interested in the export of iron ore as much as possible so that we may earn foreign exchange. It does not matter whether it goes out through this port or that port.

Shri Basappa: It matters very much as it affects the cost, which is an important factor in selling price. Transporting ore from 190 miles is different from transporting it from 340 miles. Cost is an important factor and the world trade depends upon it

very much: our costs must be low to be able to compete with others.

Shri S. V. Ramaswamy: If Japan wants ore, what is the point of taking it to Karwar and going round Ceylon? It can better go straight from Madras.

Shri Basappa: I am speaking of the Bellary ore to be exported.

Shri S. V. Ramaswamy: I am sorry that this cross-firing is going on. We are aware of the economics. There is the Ministry of International Trade, Ministry of Mines and Fuel and at Secretaries level and at ministerial level also meetings are held. If ore could be transported over shorter distances and thus earn more foreign exchange, why should anybody prevent it? Government as a whole is seized of the matter and the Railway Ministry is well aware of all these things and the Ministry will do whatever is decided upon by the Government of India.

Some hon. Members asked why subsidies were being given to the light railways and why they should not be nationalised. Payment of subsidy to privately-owned railway lines when their net income does not give the guaranteed return on capital is under long-standing contracts with these lines going back to many decades before Independence. The subsidy can be stopped only if the contracts are terminated and the lines are nationalised or if the lines are closed. Such nationalisation of lines, whether private owned or owned by district boards, can be brought about in three different ways: firstly, by purchasing the lines in terms of the agreements as and when the option falls due to be exercised by the Government; secondly, by negotiated settlement outside the contract; or, by compulsorily taking over the lines under the Railway Companies (Emergency Provisions) Act, 1951. The question of purchasing the lines,

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as and when options fall due, is considered fully on merits and all the relevant factors, financial, public service and others, are duly assessed. In the case of Howrah-Amta, Howrah-Sheakhala, Arrah-Sasaram and Dehri Rohtas railways, the authority indicated in the contract, which is empowered to purchase the railways, is the local body, viz. the district boards and not the Government of India.

In pursuance of the second mode of taking over the lines, that is, purchase outside the contract, we have recently acquired on grounds of public service Alnavar-Dandeli and Nanjangud-Chamrajnagar Railways at a price mutually negotiated with the Government of Mysore acting on behalf of the District Boards. A similar offer was made in respect of Kathakal-Lalabazar Railways but could not be pursued to a final decision as the managing agents did not evince sufficient interest. About the third method mentioned by me, these powers can only be exercised in the manner provided in the Act. There are thirteen railways privately owned and their total mileage is about 500.

Shri U. M. Trivedi: Do they contain the port trust railways also?

Shri S. V. Ramaswamy: No. Of these, four are managed and worked by the Government through the agency of the contiguous zonal railway administrations. According to the terms of the agreements, the Central Government in respect of the 9 railways and local district boards in respect of the remaining four railways have the option to purchase the lines. Such option of purchase falls due at regular intervals of every seven or ten years, as specified in the respective agreements.

Mr. Deputy-Speaker: Hon. Minister must give me also sometime for putting to vote the cut motions.

Shri S. V. Ramaswamy: I will finish in five minutes, Sir. Then, hon. Members ask: Why not take them over? I would quote what Shri Jagjivan Ram said when he was the Railway Minister:

“That is a question which comes up at every session of the House. It is an important question, no doubt. But, as I explained in the Raja Sabha, a decision was taken two years back not to nationalise the Light Railways and not to expend our resources on taking over a facility which was already in existence but rather to expand, if we have the resources, for opening up new lines or for the construction of new lines; and that is why we are not at present very enthusiastic about nationalising the Light Railways.”

Hon. Members ask: Some lines are working at a loss; why not you take them over? Is it only a question of transferring the losses from one sector to another?

Shri Nambiar: No; we can manage it and run it better. Those who manage it now do not do so because they are assured of the subsidy of Rs. 10 lakhs. Why should they improve it or run it well when they get this money?

Shri S. V. Ramaswamy: I know why it comes from Mr. Nambiar. He is interested in seeing that all the workers, even those working in the light railways, should be brought under the CPC Scheme.

Shri Dinen Bhattacharya: Some railways are working at a profit also. Howrah-Amta and Howrah-Sheakhala.

Shri S. V. Ramaswamy: What profit? A few thousands?

Shri Nambiar: I am speaking not from the point of view of the workers but from the point of view of the economy of the whole country.

Shri S. V. Ramaswamy: I shall now refer to the point about the inflated rates. It is not on the Fatehpur-Churu line alone. I have got a whole list of lines where this is imposed. May I in this connection quote what Shri Lal Bahadur Shastri stated when he was the Railway Minister as it was he who ordered this line to be constructed and then he made a statement:

"How are these new constructions going to be financed? The only way in which such construction seems to be possible is to provide for a recovery of charges on the basis of inflated mileage for a limited period so that the projects may not be financially burdensome. This device may also profitably be adopted in cases where a shorter route is provided reducing the cost of transportation substantially, the whole of which need not be passed on to the consumer."

Repeated examination of the working of this line shows that it is not paying its way: there is hardly a return of 2 per cent on the capital outlay. The loss will be greater if these rates are reduced to the ordinary level. There are other sections where rates have been inflated as much as nine times. That is as far as the old construction is concerned. In the case of the new constructions on the Gop-Katkola line, it was one and a half times; on the Fatehpur-Churu line, it was two times. On the Khandwa-Hingoli line, it was one and a half times. On the Raniwara-Bhildi line, it was 90 per cent. There are other light traffic sections also where the inflated mileage is given. It is not as if the inflated mileage is on this line alone.

Shri U. M. Trivedi: Why do you have inflated mileage at all?

Shri S. V. Ramaswamy: Coming to the point made by Shri Sinhasan Singh, I would like to correct myself and then correct him. First of all, let me correct myself. There are six air-conditioned tourist cars on the

broad gauge. Well, the other need not be corrected because I mentioned there is only one metre gauge air-conditioned coach. About broad gauge, I said, two. It is six. These are not called saloons; these are inspection carriages.

Shri U. M. Trivedi: Call them by any other name; they are known as saloons.

Shri S. V. Ramaswamy: Of course, by whatever name you might call the rose, it will still smell the same.

Shri U. M. Trivedi: It is not a question of a man and a woman. You call it a saloon; it is not a barber's hair-cutting saloon; it is an officer's saloon. The reason why they take saloons is the officers want to take their wives with them!

Shri S. V. Ramaswamy: It is an inspection carriage; the description gives the purpose for which it is used. *(Interruption).*

Mr. Deputy-Speaker: Order, order.

Shri S. V. Ramaswamy: I will take only one more minute.

Shri M. L. Dwivedi (Hamirpur): He may continue the next day.

Shri S. V. Ramaswamy: It is not as if some carriages are removed from the train in order to admit this; it is not as if some room is kept from a train for the sake of attaching an officer's carriage. It is neither of these. On the question of overcrowding and relief, I may say that many trains have been strengthened and new trains have been introduced; the runs of some of the trains have been increased.

How the attachment of saloons which was occasional should be avoided and how it will improve the conditions, etc., is a matter which has been urged by the hon. Members.

Shri Nambiar: Convert all this into third-class.

Shri S. V. Ramaswamy: You must understand that these officers have often to travel to remote areas. I have been to the remote construction sites like Bimlagarh and Kiriburu. (Interruption).

An Hon. Member: Go in third class.

Mr. Deputy-Speaker: Order, order.

Shri S. V. Ramaswamy: How can we go, when there is not even water to drink. I request hon. Members to have some sympathy for the officers who are working in remote areas, inaccessible areas where the construction of lines for mines is going on. (Interruption)

Shri Sinhasan Singh: I challenge it. (Interruptions).

Mr. Deputy-Speaker: Order, order.

Shri S. V. Ramaswamy: We are doing the utmost to relieve overcrowding by other means.

Mr. Deputy-Speaker: I shall now take the cut motions and put them to the vote.

Cut Motions Nos. 14, 15, 18, 19, 21, 22, 24, 25, 27, 30, 31, 32, 33, 34, 35, 37, 38, 39, 40 and 41 were then put and negatived.

Mr. Deputy-Speaker: Cut motion No. 47.

Shri M. R. Masani: No. 46 is there.

Mr. Deputy-Speaker: 46 was not moved.

Shri M. R. Masani: 46 was moved. In view of the statement of the Minister I am withdrawing it. I moved it myself. I made a speech.

Mr. Deputy-Speaker: It is not moved. It is not on the record

Otherwise, I would have announced it. Anyway, he is withdrawing it.

I shall put the remaining cut motions to the vote.

Cut motion Nos. 47, 48, 50, 52, 55 and 56 were then put and negatived.

Mr. Deputy-Speaker: All cut motions and taken cuts are lost. I shall now put the Demands to the vote. The question is:

"That the respective sums not exceeding the amounts shown in 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, 1965, in respect of Demands Nos. 2 to 11, 11A, 11B, 12 to 16 and 18.

The motion was adopted.

Mr. Deputy-Speaker: The House will now take up Private Members' Business. Shri Hem Raj.

Shri Sezhiyan (Perambalur): What is the time allotted, Sir?

Mr. Deputy-Speaker: We will adjourn at 4.30 and give extra time some other day.

Shri Sezhiyan: My Bill is on the Order Paper. I may be allowed to move it today.

Mr. Deputy-Speaker: Yes.

14.27 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-FOURTH REPORT

Shri A. S. Alva (Mangalore): On behalf of Shri Hem Raj, I beg to move:

"That this House agrees with the Thirty-fourth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 26th February, 1964."