

15.39 hrs.

***SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS), 1960-61**

Mr. Speaker: Motion moved:

**Demand No. 2—Miscellaneous
Expenditure**

"That a supplementary sum not exceeding Rs. 60,000 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, 1961 in respect of 'Miscellaneous Expenditure'."

Are there hon. Members who want to participate in the discussion. Any cut motions?

Need to expedite the survey

Shri T. B. Vittal Rao (Khammam):
I move my cut motions.

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 60,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100.

Need to increase the provision to rupees two lakhs.

Shri T. B. Vittal Rao: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 60,000 in respect of 'Miscellaneous Expenditure' be reduced by Rs. 100.

I wish to speak on Demand No. 2 which asks for a sum of Rs. 60,000 to cover the anticipated expenditure on the preliminary engineering and traffic survey for a railway link from Singrauli coalfield to Rihand. At the outset, I welcome this Demand because it enables us to expand the coalfields at Singrauli. Today we find

that 80 per cent of our coal mining is in the Jharia Ramiganj areas and we have to diversify our areas. This link is a welcome thing because it will increase the production of coal in Madhya Pradesh.

But I have to sound a note of caution. Our resources are limited. During the debate on the Railway Budget there were demands from the South that there should be more rail links there. So, whatever money is spent on the development of the railway lines should be very usefully spent. For instance, we constructed the Champa-Korba link very expeditiously because we were told that the production in the Korba coalfields will reach the target of 4 million tons a year. At the end of even five years, no coal is being raised and still we are at the project stage and the project report of the Soviet experts had been adopted with regard to open casting. In other words, we have a railway line but not coal as we expected.

Again in another place you have got coal deposits in abundance and 4-5 million tons of coal can be raised in a year. But because there is no siding and there is no railway bridge across the Damodar river, we are not increasing the production in Burkhunda-Karanpura area. There should be proper co-ordination between the Railway Ministry and the Steel, Mines and Fuel Ministry. We have seen how the Railway Ministry and the Ministry of Steel, Mines and Fuel blame each other when some industries closed down.

It has been said in the explanatory note that this 26 mile rail link will be constructed within two years. May I ask the Railway Ministry whether, at the end of two years, they are going to raise so much coal as to justify this rail link? If we have to raise sufficient coal to justify this rail link and also to feed the thermal power house at Rihand dam site the

*Moved with the recommendation of the President.

[Shri T. B. Vittal Rao]

work should have been begun by now. Othersise, you cannot mine coal to that extent and there will be no justification for this line.

Again, what will be the rate of haulage at which this coal will be transported from Singrauli coalfield to R.han dam site? When we ask for a small rail link for development work, inflated mileage rates are charged on passenger traffic. Will there be similar excess rates charged for coal haulage over this line? We are already charging less freight for the haulage of coal.

It is said that the Planning Commission has given its approval and the Ministry of Steel, Mines and Fuel has also suggested high priority and the Railway Ministry is also giving top priority. Let there be co-ordination and let us see that what we invest on this line is justified and wise. The same story that has happend in other parts to which I had referred to earlier should not be repeated here.

Shri D. C. Sharma (Gurdaspur): Sir, I am amazed to hear the speech made by the hon. Member who preceded me.

Shri T. B. Vittal Rao: Why?

An Hon. Member: Wait and see.

Shri D. C. Sharma: I think a proposal like this would have been welcomed by all the Members of this House.

Shri T. B. Vittal Rao: I welcome.

Shri D. C. Sharma: But the hesitant welcome that the hon. Member has given shows that he has not taken into account the real nature of this proposal.

I welcome this proposal because it shows the utmost vigilance on the part of the Railway Ministry in providing

a very useful railway link which is going to be fraught with great potentialities in the industrial field. I think the Railway Ministry, which is not always to be congratulated, has to be congratulated so far as this project is concerned; it has not wasted any time. They have not tried to shelve the issue. I also think that it is very seldom that a few Ministries co-operate with each other so expeditiously and still more seldom do we find that the Planning Commission and these two Ministries collaborate with each other in such an expeditious manner. This pattern of co-operation and collaboration should form the normal pattern for the execution of our national projects in future. What happens? The Planning Commission proposes one thing; one Ministry is not prepared to take up that project and a third Ministry suggests obstacles to that. In the matter of execution of projects of such national importance, there should be this whole hearted co-operation between all these bodies which are responsible for the development of our country.

I come from an area which is called an undeveloped area. I have a soft corner in my heart for any undeveloped area. This link is going to open that area which is undeveloped and so it is a step in the right direction. The hon. Minister has shown great solicitude for this undeveloped area in U.P. All honour and good luck to him. I hope that for other areas in India where there are coal mines and other natural resources, the same kind of solicitude will be shown. When I look at the map of India, I find that these undeveloped areas are retarding the progress of our country and the sooner they are brought up to the level or near the level of other areas, the better it would be for our country as a whole.

I think this is a step in the right direction, and I hope that other undeveloped areas also will receive a similar kind of treatment at the hands of the Ministry.

My next point is that there is going to be preliminary engineering and traffic survey. With due deference to the Railway Ministry, I might say that is a Ministry of cautious action; a ministry of slow but sure action. In a developing economy, we need bold action and a firm action. I would suggest that in the matter of these surveys and other things, the old procedure which was devised by the British Government in order to put off some of the developmental plans should be short-circuited. Suppose I went to the British Government authorities and said, 'I want a railway line in my constituency' they would say, 'Oh yes, we are carrying out a survey.' Then they would say, after doing half a dozen or more surveys, 'All these surveys have been undertaken and on geographical, or geological or economic or financial grounds, the railway line is not possible'. That used to be the answer in the good old days. Still, we are persisting in that method. Of course, we do not get the same kind of answer, but we are still persisting in that long succession and array of surveys, this and that. God knows how many types of surveys this Ministry carries out before it sanctions the construction of a railway line. There was a time when I used to represent the Hoshiarpur district and I used to ask the Railway Minister....

Mr. Speaker: Hon. Member is giving instances to support his view that without surveys a railway line ought to be given.

Shri D. C. Sharma: I used to represent that district and I wanted a railway line of eight miles only to connect Nangal—the great township of Nangal—with a small place called Una. They had all kinds of surveys and I was full of hope, but ultimately I was told that the railway line could not be economic. I would say that this is a developmental activity conducive to the good of our country. I think that a long succession of surveys should be short-circuited and only an essential survey should be undertaken

whenever any new railway line is to be laid.

The point about the price of haulage of coal on these lines was raised by an hon. Member. I have always been saying that the railway should be a commercial concern.

Shri T. B. Vittal Rao: No.

Shri D. C. Sharma: We always differ, and it is good that we always differ. I have always said that. It should not only be a kind of healthy commercial concern but it should also serve our strategical purposes. The hon. Member does not listen to me and before I finish he interrupts me. I was submitting very respectfully that in addition to our commercial interests, we have got our strategic interests to be kept in view and we have got our developmental interests to be kept in view. Here is an instance of that. I believe that the railways are not going to be merely a commercial concern like a limited company, whose business is to get as much money as possible. Railways are going to be national concerns meant for the national good of this country.

Whenever the hon. Minister thinks of haulage of coal and other essential commodities for our country he has to remember that these things have got to be hauled at concessional rates. If we do not get as much as we want today, we are bound to get more tomorrow or the day after. This kind of economy at present is going to be the road of affluence in future. Therefore, I think that the rate of haulage of coal should be kept as low as possible.

Uttar Pradesh Government says that they have been unjustly served. I would say that Punjab also is not very prosperous. U.P. also does not seem to have progressed much in the field of industries. I hope this is going to lay the foundation of industrial development in U.P. and I hope that

[Shri D. C. Sharma]

the Railway Ministry will do all in its power to have this railway line as early as possible and see to it that this railway line is a link in its chain which is going to lead to the industrial development of U.P. and, therefore, of the whole of India.

Mr. Speaker: Shri Achary.

Shri Kalika Singh (Azamgarh): Sir, it is in our constituency, in east U.P. Therefore, I should be given an opportunity.

Mr. Speaker: I do not want to convert it into a general debate. This relates to a small colliery.

Shri Kalika Singh: It is near to our place.

Mr. Speaker: There is the other resolution on Railway Conventions. If hon. Members are prepared, I will allow some time there. This is just a small thing.

Shri Achary (Mangalore): I will take only two three minutes as I have only one point to make. When the earlier supplementary demands came in connection with the railway line from Waltair to Bailladilla, about 250 miles I welcomed the railway line. Here also I welcome it, because we are very badly in need of lines for supply of coal. In Mangalore also they are not getting coal for the tile factories. So, everywhere railway lines must be opened. I have not the least objection to that. The only point is, as Shri Vittal Rao pointed out, whether there is a real examination of the question by all the Ministries concerned.

When the Railway Minister answered my point last time, I was very much dissatisfied with his answer. He said that I argued like a lawyer and argued before wrong judges. It is not so. I submit that I take the Government of India as one when there is joint responsibility. Each Minister is not independent of Government or other Ministries. If we take up a

matter we have to look into the general aspect of the question. I was very happy to see that after that discussion Government has appointed a committee. I tried my best to find out that reference, but I could not get it. I read somewhere in the newspaper that after that discussion there was a committee of some of the hon. Ministers all put together to consider this question. It may not be due to that discussion. Whatever it may be there was a committee.

16 hrs.

I gave the instance of Bailadilla-Waltair because it is a question of 350 miles and of iron ore. That iron ore you will get in 1966. Within 100 miles you can get any quantity of iron ore but you do not develop that. That is all the point. I have nothing to say against it. In this case it is a question of a thermal project which also we naturally require. All that I want to submit is that you must not say that it is argued before a wrong judge. I want this matter to be considered by all hon. Ministers together and the priority must be decided in the general interest of the country.

Shri Kalika Singh: Sir, the explanatory memorandum which has been given with the Demand does not make it very clear whether the electric power house meant is the one at Rihand Dam or the newly proposed Singrauli thermal power house. We know that two very big projects have been decided upon by the Planning Commission to be established in U.P. Both of them are in the eastern U.P.—one is at the Rihand Dam which is under construction and the other is the Singrauli thermal power house which is as big as the Rihand Dam power House. The installed capacity of Singrauli power house also is 2,50,000 kilowatts.

I think from the introductory remarks given in the booklet it is the Singrauli power house and not the

one at Rihand Dam which is meant. The Singrauli power house is very near the Rihand Dam and so that confusion has arisen in the note. If it is the Rihand Dam power house which is meant here, in that case there is no justification for such a delayed decision by the National Coal Development Corporation Limited to exploit this coal-field because the coal-field at Singrauli is 36 miles long and 24 miles wide which is a very big coal-field. When India is running into a shortage of coal, this Singrauli coal-field which is a first-class coal-field with grade I coal ought to have been exploited in the very beginning since it was known to be a first-class coal-field. It is now 13 years that the National Coal Development Corporation Ltd. has taken to arrive at a final decision in this matter and as a result this rail link is proposed. It is said here:

“...it is proposed to undertake immediately a Preliminary Engineering and Traffic Survey—estimated to cost about Rs. 1:90 lakhs—; only a reconnaissance survey will be carried out to determine the suitability of the alignment and compute rough figures of cost, financial prospects, etc., in the first instance.”

It is not sure whether after this reconnaissance survey the railway link will be built.

There should be a commitment here and now because the project is so necessary that it has to be ultimately built. Therefore it should have been written here that it has been finally decided to construct a rail link of 24 miles and the survey has to be made only to find out what the estimated cost will be. As for the site it is well-known that it is a very good site.

A railway line is already being built to connect Garhwa with Robertsganj and a link line to connect Pipri Station with this line is being surveyed. Moghulsarai Junction is said to be the biggest yard which has now become

a bottleneck. It is as big a bottleneck as Bezwada. 3,000 wagons used to pass through Moghulsarai daily. Now at the end of the Second Five-Year Plan it is estimated that 6,000 wagons will pass through it out of which about 50 per cent will be coal wagons. So the Garhwa-Robertsganj railway line is being built just to divert half the wagons on the other line. I would suggest that at the site of Ghazipur a bridge, which is under consideration of the Planning Commission, should now be finally included in the Third Five-Year Plan. Another alternative line should be built from Tarighat passing through Azamgarh to Akbarpur or from Moghulsarai through Tarighat to Zafrabad. There should be an alternative line to carry the coal from the coal fields north of the Ganges and another to the south of the Ganges. This line which is now to be surveyed is very important. Uttar Pradesh which has got the lowest per capita installed capacity in electricity requires many electric power houses. There were two or three which were proposed in the First Plan to be built in Western U.P. They have not been fully included in the Second Plan, although they might be taken up in the end. In the Eastern U.P. Rihand dam is being constructed, and the Singrauli power house also is being taken up. If the two are taken up, U.P. will have some electricity through which we may be able to develop electricity in this area. There should be a complete committal that this line will be built. We welcome this supplementary demand and we congratulate the Ministry for having brought this up.

श्री सिंहासन सिंह (गोरखपुर) :
अध्यक्ष महोदय, इस पूरक मांग का मैं बहुत स्वागत करता हूँ। इस में भुक्ति के बल इतना ही कहना है कि इस पूरक मांग में अभी के बल सर्वे की बात कही गई है बावजूद इस के कि नशनल कोल डेवलपमेंट कारपोरेशन ने कहा है कि यह रेल लाइन २४ महीने के अन्दर लगा दी जाये। प्लानिंग कमिशन की भी

[श्री सिंहासन सिंह]

मांग है कि वह रेल लिंक पूरी की जाय। मैं तो चाहता था कि इस सर्वे की पूरक मांग के साथ ही साथ रेल लाइन बनाने की भी पूरी मांग की गई होती क्योंकि यह सर्वे में नेक्स्ट बजट में पांच छ महीने म आने वाली है। लेकिन तो भी जितना है मैं उसका स्वागत करता हूँ।

अभी मेरे एक पूर्व वक्ता ने कहा कि उत्तर प्रदेश उद्योग व्यवसाय की दृष्टि से काफी पिछड़ा हु गा है और उद्योग व्यवसाय को वहां पनपाने के लिये इन और व्यान दिया जाना जरूरी है। इनी ध्येय को मद्देनजर रखते हुरे रिहेन्ड डेम का निर्माण हुप्रा और जिसके लिये प्रभी कहा जाता है कि वह धीरे धीरे सन् १९६२ में विजली देना प्रारम्भ करेगा। यह बेम पूर्वी जिनों में उद्योग व्यवसाय बढ़ाने के लिये प्रारम्भ हुप्रा या लेकिन अब बड़े बड़े कल कारबाने वहां बन रहे हैं और उसमें विजली अविक चली जा रही है और आवश्यकता इस बात की है कि इस विजली और पावर की कमी को पूरा करने के लिये एक और यरमल प्लाट बने तकि आज जो विजली की कमी अनुभव हो रही है उसकी पूर्ति की जा सके।

अभी मेरे भाई श्री विठ्ठल राव ने कहा कि सम्बद्ध मंत्रालयों में आवश्यक सहयोग नहीं है लेकिन मैं तो देखता हूँ कि इसमें दोनों का बड़ा सहयोग है। यह पहला मौका है कि एक पूरक मांग रेलवे मिनिस्ट्री की हो और उस अवसर पर कोल के भी मिनिस्टर साहब बैठे हों। इसलिये जहां तक मंत्रालयों में सहयोग का सम्बन्ध है वह मौजूद है। रेलगाड़ी बना कर तयार रखनी है क्योंकि आखिर जो कोयला निकलेगा वह रेलगाड़ी पर ही तो ढोया जा सकेगा। मुझे उम्मीद है कि हालांकि हम धीरे धीरे चलते हैं लेकिन २४ महीने के भीतर हमारी यह रेल लिंक बन कर तैयार हो जायेगी रेल लिंक बनाने में एक हमारे अध्यक्ष जो बोर्ड के हैं, काफी माहिर हैं और उन्होंने असम का

रेल लिंक बहुत अल्पकाल में बनाया था। संभव है कि यह रेल लिंक भी जल्दी बन जाए। हमारा जो भाग है, वह काफी पिछड़ा हुप्रा है, जंगली हिस्सा है, पहाड़ी हिस्सा है। उससे बिहार, मध्य प्रदेश, उत्तर प्रदेश, तीनों प्रांतों को लाभ होगा और तीनों के पिछड़े हुरे भगों को काफी तरक्की मिलेगी। इसलिये..

एक भाननीय सवास्थ : मध्य प्रदेश का कैसे लाभ होगा ?

श्री सिंहासन सिंह : मध्य प्रदेश में सिंगरौली का कोयला बाहर जायेगा और विजली वहां पहुँचेगी। इस तरह से उसको और दूसरे दो प्रतीकों को तीनों को लाभ होगा। इस वास्ते मैं कहना चाहता हूँ कि इसमें जितनी शीघ्रता की जाये, अच्छा होगा। आजकल जो डिलाई देखने में आती है, हम आशा करते हैं कि वह दूर होगी और कार्य जल्दी से सम्पन्न किया जायेगा। सर्वे का काम जल्दी से जल्दी पूरा करके तुरन्त रेल लाइन बनाने की ओर आपको ध्यान देना चाहिये और कोई डिलाई नहीं आने देनी चाहिये।

जो आपने पूरक मांग पेश की है वह स्वागत की चीज है। मैं आशा करता हूँ कि नशनल कोल डिलेलेपमेंट कलसिल ने जो सिफरिश की है, उसको मान लिया जायेगा और उसके अनुसार आपका सब सामान तैयार रहेगा। उत्तर से कोयला निकलना शुरू हो और इवर से आपकी गाड़ियां चलना शुरू हो जायें, उनमें देर न लगे, ऐसी आशा की जानी चाहिये।

Shri N. R. Muniswamy (Vellore):
I support this Supplementary Demand for Grant.

Coal is an important commodity not only for the thermal power stations, but also for the railways. I wish the Ministry of Steel, Mines and Fuel asks the Geological Survey of India to undertake a thorough survey of the whole country to locate

deposits of coal. The railway should follow it up by linking up such places.

Though the Geological Survey is doing something in this direction, they appear to be in need of some data and a complete survey has not been undertaken. If that is done, the railways would be enabled to know the priority that they should give to their respective projects, with a view to link the areas of such new deposits. In the meantime, their present priorities may continue.

I think the problem needs concerted action by both the Ministries of Steel, Mines and Fuel and Railways. Then alone they will be able to get a complete picture of our requirements and be able to meet them.

श्री राष्ट्र लाल व्यास (उज्जैन) : अध्यक्ष महोदय, जो पूरक मांग के लिये प्रस्ताव आया है, उसका मैं हाइक्स स्वागत करता हूँ। इसका मुख्य उद्देश्य यह है कि ऊंचे दर्जे के कोल की रेलों को बड़ी आवश्यकता है और उसकी कमी को पूरा किया जाना बहुत जल्दी है, और उसके लिये रेल लिंक का हीना लाजिमी है। मैंने देखा है कि हमारे यहां, जहां सैंट्रल और वेस्टर्न रेलवे हैं, ऊंचे दर्जे का कोयला इंजिनों को नहीं मिलता है जिसका नतीजा यह होता है कि कभी एंजिन रास्ते में ही खड़े हो जाते हैं और उनकी जो चाल है वह धीमी पड़ जाती है। इसका नतीजा यह होता है कि गाड़ी अक्सर लेट होती है। जब मैंने गाड़ियों के लेट होने का कारण पूछा तो मुझे बताया गया कि ऊंचे दर्जे का कोयला नहीं मिलता है, बहुत हल्के ग्रेड का कोयला एंजिनों को सप्लाई किया जाता है इस वास्ते गाड़ियां अक्सर लेट हो जाती हैं। तो जहां से ऊंचे दर्जे का कोयला निकलेगा, उसका इस्तेमाल एक ही क्षेत्र के लिये नहीं हीना चाहिये बल्कि उसको ऐसे क्षेत्रों में भी ले जाना जाना चाहिये जहां उसकी बढ़त ज्यादा जरूरत है। जो हल्के ग्रेड का कोयला आज इस्तेमाल होता है, उससे एक तो गाड़ियां लेट होती हैं और दूसरे एंजिन भी खराब होते हैं। इस रेल लिंक से

मध्य प्रदेश को तो लाभ होगा ही, दूसरे क्षेत्रों को भी होगा। हमारे यहां काफी कोयला है और उसको बाहर भी ले जाया जाना चाहिये इसके बारे में इकोनोमिक सर्वे हुआ है और उससे पता चला है कि मध्य प्रदेश में रेलों और रोड्स, दोनों की बहुत ज्यादा कमी है। इन दोनों की कमी की वजह से उसका डिवेलपमेंट नहीं हो रहा है। वहां पर रेलों और रोड्स, दोनों की आवश्यकता है और उस आवश्यकता की पूर्ति की ओर आपका व्यान जाना चाहिये।

इसके साथ साथ मैं यह भी कहना चाहता हूँ कि और भी जो कई लिंक हमारे यहां हैं, जसे नरो गेज रेलवे लाइन है, उसको भी रिल्यूस करने की जरूरत है। कुछ मिसिंग लिंक्स भी हैं, जिन की ओर आपका व्यान जाना चाहिये.....

रेलवे मंत्री (श्री जगदीश्वर राष्ट्र) : मिसिंग लिंक्स मध्य प्रदेश में चली गई?

श्री राष्ट्र लाल व्यास : रावालियर से मिड की नै रो गेज अगर इटावा तक मिला दी जाये, तो बड़ा फायदा हो सकता है, और कई मील का चक्कर बच सकता है। ऐसे कुछ सर्वे हैं जिन की तरफ आपका व्यान जाना चाहिये। जो बकवड़ एरियाज हैं, उनकी तरफ भी आपका व्यान जाना चाहिये। अगर इन मिसिंग लिंक्स को ठीक कर दिया जाये तो ट्रैफिक लोड कम हो सकता है। और जो नैरो गेज है उस पर व्यान दे करके एक तो देश को लाभ पहुँचाया जा सकता है, दूसरे जो ज्यादा ट्रैफिक रहता है, उसमें भी कमी की जा सकती है, तीसरे माल के आने जाने में सहायित हो सकती है और चौथे जो खर्च पड़ता है, उसको भी कम किया जा सकता है। पिछड़े हुये इलाकों की तरफ व्यान देना आपका पहला कर्तव्य नोना चाहिये।

इन शब्दों के साथ मैं जो पूरक मांग रखी गई है, उसका समर्थन करता हूँ।

The Deputy Minister of Railways (Shri Shahnawaz Khan): I am very grateful to all the Members who have supported this Demand so enthusiastically. Therefore, there is not much need to elaborate on various points raised by the hon. Members.

Very briefly, I should like to tell the House that it is a matter for rejoicing that the prospecting has proved the existence of approximately 236 million tons of low-grade coal and 371 million tons of Grade I coal in this coalfield. If it a very happy augury for the country. The House is well aware of the hardships caused to the industry due to difficulty in transporting coal from distant areas. The development of this coalfield would be a great blessing for the whole country. From the point of view of the railways too, it would be a great blessing to us, because we would be able to get good and high quality coal and nearer the northern areas.

The necessity of having this survey very urgently has arisen because the Government of U.P. are very keen to get their thermal power station into operation early in 1963. In fact, they have made all arrangements to that effect already, and we would like to be in time to be of service to them.

Shri Kalika Singh: Which thermal power-house? It is not the Rihand Dam Power-house.

Shri Shahnawaz Khan: The hon. Member is probably confusing this thermal plant with the one at Rihand Dam. Rihand Dam Power house will produce hydro-electric power, whereas this thermal power station would be situated near the Rihand Dam, probably near Sigauli, and this would produce thermal power.

Shri Kalika Singh: So, this is another one?

Shri Shahnawaz Khan: Yes, this is another one.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): The one

is thermal and the other is hydro-electric. There are two actually.

Shri Kalika Singh: One is yet to be started.

Mr. Speaker: Is this going to be a stand-by or an addition?

Shri Shahnawaz Khan: This will be in addition to the one at Rihand Dam.

Mr. Speaker: What will be the total quantity of power that will be produced at Rihand Dam?

Shri Shahnawaz Khan: I cannot give that off hand. But this thermal station would produce 450 M.W.

Mr. Speaker: How many k.w.?

Shri T. B. Vittal Rao: 4,50,000 k.w.;

Shri Shahnawaz Khan: This would supplement the power produced at Rihand Dam.

Shri Kalika Singh: 450 M. will be the combined installed capacity of the Rihand Dam Power-station and this thermal power-station.

Shri Shahnawaz Khan: I am glad that many hon. Members who took part in this debate have appreciated the perfect understanding and co-ordination that have been displayed in this project.

This is a very small amount required for the survey. Actually, we require Rs. 1.9 lakhs for the complete survey, but for the short duration until the Budget is presented, Rs. 60,000 would be enough.

Shri Narasimhan (Krishnagiri): It is a token grant.

Shri Shahnawaz Khan: I am aware that hon. Members are keen that this line should be constructed in the shortest possible time. But there are some very necessary and essential preliminaries to construction of a railway line. Traffic and preliminary

engineering surveys have to be carried out. These have to be followed by the final location survey, and when these are approved, the line would be constructed. A time-limit of 24 months has been set.

I am glad Shri Sinhasan Singh complimented the railways and the present Chairman of the Railway Board for having completed the Assam link in record time. This is not the only link that is being completed in record time. There are many other lines which we are completing well ahead of schedule.

Shri Narasimhan: For example?

Shri Shahnawaz Khan: Malda, Kharjuria Ghat and others.

I can assure the House that as far as the railways are concerned, there shall be no relaxation. We will go ahead fully determined to complete this line well in time.

Shri T. B. Vittal Rao wanted to know the rates at which we are going to charge for carrying the coal. The working out of the economics of the proposed rail link will be part of the survey. Only then will the question of a special rate, if any, for transporting coal be considered. All these aspects will be kept in view while we are working out the economics of it and considering the details of the survey.

Shri Narasimhan: What is the length of the line?

Shri Shahnawaz Khan: 26 miles.

Mr. Speaker: Is the rate Rs. 5 lakhs per mile?

Shri Shahnawaz Khan: This amount of Rs. 60,000 is only for the preliminary survey. The cost per mile depends on the terrain. In some areas, it may be Rs. 6 lakhs; in some others Rs. 15 lakhs.

Mr. Speaker: What is the crore of rupees for?

Shri Shahnawaz Khan: It is only Rs. 60,000. That is for survey, for this year. I would like to assure the House that we would complete this survey during this working season.

I am also thankful to Shri D. C. Sharma for his qualified congratulations.

Mr. Speaker: Why is Shri T. B. Vittal Rao pessimistic? Is there no coal-field there?

Shri Shahnawaz Khan: There is plenty of coal—236 million tons of low grade and 371 million tons of high grade. He is pessimistic, whether it will be raised in time. But I can tell him that in the early part of the Third Plan, it is proposed to raise one million tons of grade I coal and 1:5 million tons for the thermal plant. That is the target we have laid down. I have no reason to doubt that the target date will be adheared to.

Mr. Speaker: Will wagons and other things be available by that time?

Shri Shahnawaz Khan: So far as railways are concerned, everything will be there.

Again, I thank hon. Members who have taken part in the debate.

Dr. M. S. Aney (Nagpur): Does the hon. Minister think that the opening of these new coalfields is enough to meet the requirements of coal for the whole of the Third Five Year Plan? Or would it mean the opening of certain other coalfields also?

Shri Jagjivan Ram: I would refer the hon. Member to the Draft Third Five Year Plan and he will find the answer to the question.

Shri Achar: We read in the papers that a committee would be appointed for settling priorities. I want to know whether it is correct and whether that matter is being considered.

Mr. Speaker: What committee is going to be appointed?

Shri Achar: That is to settle the priorities for railway lines.

Shri Jagjivan Ram: There is no committee and there is no necessity for such a committee. The priority is fixed on the basis of the development of industry or mines or agriculture in different areas of the country; and that is done by the Planning Commission in consultation with the Ministries concerned and the Railway Ministry.

Mr. Speaker: Now, I will put the Demands to vote.

Shri T. B. Vittal Rao: What about the cut motions, Sir?

Mr. Speaker: I do not think the cut motions are pressed.

Shri T. B. Vittal Rao: I do not press them, Sir.

Mr. Speaker: Has the hon. Member leave of the House to withdraw his cut motions?

The cut motions were, by leave, withdrawn.

Mr. Speaker: I have already said that those cut motions which are not pressed will be treated as having been withdrawn.

Now, the question is:

"That a supplementary sum not exceeding Rs. 60,000 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, 1961, in respect of 'Miscellaneous Expenditure'".

The motion was adopted.

16.28 hrs.

**RESOLUTION RE: REPORT OF
RAILWAY CONVENTION COM-
MITTEE**

The Minister of Railways (Shri Jagjivan Ram): Sir, I beg to move:

"That this House approves the recommendations contained in the Report of the Committee appointed to review the rate of dividend which is at present payable by the Railway undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance vis-a-vis the General Finance which was presented to Parliament on 30th November, 1960."

The House is aware that a committee of both the Houses of Parliament was set up for the purpose of making the aforesaid review, by a Resolution adopted by this House on 22nd April, 1960 and concurred in by the Rajya Sabha on the 28th April, 1960. The House will also remember that, by Resolutions passed by the two Houses of the Parliament in April-May, 1959, the 5-year period from 1955-56 to 1959-60 covered by the Railway Convention Committee—1954, was extended by a further year, that is, up to 31st March, 1961, with the result that the period covered by the present Committee's recommendations synchronises with the Third Plan period. Some copies of the material, including a forecast of the Railways finances in this period as compiled by the Railway Board for the consideration of the Committee, have been placed in the Parliament Library for reference of Members; this has already been notified in the Lok Sabha Secretariat's Bulletin for 30th November, 1960.

The review made by the Committee has shown that the principles of separation of Railway Finance from the General Finance, the main feature of which is the contribution by the Railways to the General Exchequer of a