(II)

[Secretary]

"In accordance with the provisions of Rule 120 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to inform you that Lok Sabha, at its sitting held on the 22nd March, 1969, agreed without any amendment to the Public Wakfs (Extension of Limitation) Amendment Bill, 1969 which was passed by Rajya Sabha at its sitting held on the 3rd March, 1969."

Madam, I lay a copy of the former Bill on the Table.

THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1969

SHRI M. P. BHARGAVA (Uttar Pradesh): I have to suggest that if the House is agreeable we might take up item 4, The Appropriation (Railways) No. 2 Bill, 1966 first and then take up items 2 and 3 later

SHRI MULKA GOVINDA REDDY (Mysore): We have no objection.

THE DEPUTY CHAIRMAN: Are both the sides agreeable to that?

(No. hon. Member dissented).

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): Madam, I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69 for the purposes of railways, as passed by the Lok Sabha, be taken into consideration"

The question was proposed.

SHRI LOKANATH MISRA (Orissa): Madam, I am extremely happy the way Dr. Ram Subhag Singh, the Railway Minister, replies in the debates in the House. He almost refers to every detail mentioned by the Members, either of the Opposition or of the ruling party. It is a very happy beginning provided he can implement the assurances in full . . .

DR. RAM SUBHAG SINGH: I did not give any assurance regarding Paradeep.

SHRI LOKANATH MISRA: I did not mean about Paradeep, but generally, Madam, I would only speak on two main points. The Railways have been carrying coal to New Castle where a line carries already four Mail trains, three Express and an Air-conditioned Express train, in addition to all these trains has been given the Rajdhani Express while we have been knocking our head against the rock of the Railway Ministry for the last four years, with all Members of Parliament from Orissa belonging to all sections appealing for a direct train from here to Puri. Puri, as you know, Madam, is a very important place of pilgrimage and connects Bhubaneswar on the way which is the capital of Orissa. I once made a remark that there is no other State capital of India with a broad gauge railway line which is not connected with a direct train from Delhi, the capital of India. The only exception probably is the neglected capital of Orissa, Bhubaneswar . . .

DR (SMT.) PHULRENU GUHA (West Bengal): What about Shillong?

SHRI LOKANATH MISRA: . . and there has been demand from all sides, Congress as well as Non-Congress Members of Parliament. I do not know if the matter has been reported to Dr. Ram Subhag Singh, the present Minister in charge of Railways. But his predecessor was approached by Members of Parliament from Orissa so many times and assurances were given that this is going to be examined, that this is going to

be looked into. All phrases in English that could give us an impression that the thing was going to be examined were used. What sort of examination is this I do not know.

DR. B. N. ANTANI (Gujarat): Go to experts.

SHRI LOKANATH MISRA: But if his real assurance about examination means something, I hope it would materialise in about two or three months' time. He is supposed to be *a dynamic personality. He is reputed* as a people's Minister. Let us see how far he responds to the people's demands in respect to the Orissa State.

Number two—that is the only point that I want to touch—is regarding the Railway Service Commission in the South Eastern Railway, mainly the South Eastern Railway in the State of Orissa. Because of the demand made from the Government of Orissa and the people of Orissa the Railways had conceded that there would be a member in the Service Commission on the South Eastern Railway from Orissa. But as soon as that gentleman retired, everybody turns now a deaf ear to the demand for taking another person from Orissa in his place. I had pleaded this point with his predecessor and he had given me some sort of assurance. Of course, these days assurance does not mean anything if it is not given in writing. Even the thing in writing I cannot take to a court of law by saying that the Minister had written to me but he has now gone back on his word. Therefore, I would plead that the post which was given to a nominee of the Orissa Government in the Railway Service Commission should be revived in view of the fact that at least three or four of the railway lines which belong to the South Eastern Railway run through Orissa and, therefore, this is a genuine demand which should be respected.

SHRI M. M. DHARIA (Maharashtra): Madam Deputy Chairman, with your permission I would like to utilise this opportunity for making the demand for a Konkan Railway Madam, the Bombay-Dewa line has been completed. But from Dewa to Ratnagiri and from Ratnagiri to Goa reaching up to Mangalore, in spite of repeated assurances given by the Government this has not been done. The difficulty, Madam, is that except for one road, Bombay-Goa Road, there are no other roads.

So far as shipping facilities are concerned we discussued it the other day. The postal services are absolutely bad. Even from the defence point of view it is the need of the day and may I request the hon'ble Minister to take up the scheme at least in the Fourth Five Year Plan?

It is no use saying that there are no funds. There are so many resources and I may probably give my advice on that point if the Government so feels whereby these resources could be tapped. These are the basic needs of the common man or the poor people and they should be fulfilled.

Madam, my second demand is regarding the suburban areas. The House may be aware that from Poona to Hadapsar and Poona to Talegaon and Lonavla, the whole area is industrially developing very fast and nowadays passengers are clinging to these trains because there is no space. So additional carriages shall have to be provided and at the same time this area should be declared a suburban area. This has been our demand since long. There are thousands of employees in this area. There are nearly 30,000 Defence employees in this area and there are nearly 50,000 to 60,000 employees who are employed in the ancillary industries which have come up. So I would like to request the Railway Minister to look into the needs of these areas also.

[Shri M. M. Dharia.]

My third demand is regarding the development of Marathwada. Madam, in Maharashtra Marathwada is a very fertile region. It has many potentialities. There will not be any lack of passengers or of goods. There are enough of them. So this railway line should be immediately accepted. These proposals have been made to the Government on so many occasions. As per my information, the Government of Maharashtra has also made these recommendations. I do not know why they are not being considered by the Government. So I make a demand here for adequate railway lines in Marathwada.

The fourth point is regarding Poona station because I come from Poona. There is a lot of congestion there. It had been a very clean and neat station and on so many occasions it had won the first prize for cleanliness. I would like the hon. Minister to visit Poona Station and look into all these aspects, congestion, etc. There are opportunities for expanding the whole station. So I would like the hon. Minister to look into it from that point of view also. Thank you.

SHRI G. RAMACHANDRAN (Nominated): Madam, I am sorry I was not here during the time this matter was raised and I do not know if the matter was raised at all. I want to offer to the distinguished Minister for Railways what I would call a gold mine for himself and his Ministry, which would also fulfil a great need in South India. I am referring to the link by railway between Tirunelveli and Kanyakumari and Kanyakumari and Trivandrum. The traffic between Trivandrum and Kanyakumari is one of the heaviest in India and those who have studied the road traffic say that there is almost nothing to equal it in the whole of this country. The railway goes right up to Trivandrum and then what is Kanyakumari? Probably one of the most fascinating places of tourist interest. The Tourism Department is developing it; they are putting up some hotels. So i you link Trivandrum to Kanyakumari and Kanyakumari to Tirunelveli, there would be a tremendous flow of traffic in this triangle, and that is why I said that this would be a gold mine for you, Sir, and for the people, a wonderful privilege. I hope you will attend to this, Sir.

DR. RAM SUBHAG SINGH: It will be done.

SHRI AKBAR ALI KHAN (Andhra Pradesh): Madam Deputy Chairman as regards accidents, it was not referred to in the main speech, but in the course of this debate, the hon. Railway Minister was pleased to make certain observations. I have studied the report of Dr. Kunzru and the report of Mr. Wanchoo. I think, subject to correction, even some of the recommendations of Dr. Kunzru have not yet been implemented. If I am not wrong, then I hope this matter will receive his consideration. Similarly, the implementation of Mr. Wanchoo's recommendations should also be done as early as possible because that has been a recent report.

One thing that I wanted to draw particular attention to was, Dr. Kunzru had recommended. Madam, that mechanical safeguards to avoid accidents should be used. That is very important. Of course, the human element is there and that will have to be looked after and we have always to be alert on that. But to the extent you can avoid accidents through the use of mechanical devices, new devices, modern devices, I think there should not be any delay in using them. So I would appeal to the hon. Railway Minister, enthusiastic and dynamic as he is, to see that this most important thing is given his full attention.

One more thing, Madam, and I finish. Before independence, so far as I know, there were awards and incentives for those who ran trains in time. Now when I enquired about this. I

was told that these awards and incentives are either not there or are not in the same measure. I think these are very necessary. I want the Railway Minister to look into this, because it gives a very bad taste, Madam, when we say that while trains previously were running punctually, now they are not. We all feel a sense of shame. So I do hope that the Railway Minister will kindly give attention to these points. Thank you.

THE DEPUTY CHAIRMAN: Just five minutes for each Member. Mr. Yadav.

श्री जगदम्बी प्रसाद यादव (बिहार) : माननीय उपाध्यक्ष महोदया, मै बिहार की एक लूप लाइन के विषय मे कुछ क हूं, इसके पहले माननीय मंत्री जी का ध्यान पब्लिक अकाउन्ट्स कमेटी की रिपोर्ट 1968-69 के बारे मे आकर्षित करना चाहता हूं जिस के बारे मे श्रीमान् को सप्लीमेंट्री और एक्सेस बजट की व्यवस्था करनी पडती है। पेज 196 पर कमेटी ने प्लानिंग कमिशन के सम्बन्ध मे जो रिपोर्ट की है उस ओर आपका ध्यान आकर्षित करना चाहता हूं :

"The Committee cannot resist the the impression that the Railways persistently over-estimate traffic requirements while planning for rail capacity.

आगे चल कर यह कहा है :

"The Railways initiated and systematically built up pressure on the Planning Commission for its enhancement by 10 million tonnes ..

The proportion of railway movement to the total production was going down. The actual general goods traffic that materialised against the target of 86.8 million tonnes was only 78.1 million tonnes, while in respect of the total goods traffic against an anticipation of 249 million tonnes, to which the entire planning was geared, the traffic moved was only 203 million tonnes.

The Committee emphatically are of the view that planning for rail capacity should be done on a more realistic basis in future so that scarce resources, which could be deployed for more productive purposes, do not get unnecessarily blocked."

अगर रेलवे विभाग इस ओर ध्यान दे तो सप्लीमेंट्री बजट की आवश्यकता नही पडेगी।

दूसरी बात जिस की ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूं वह यह है कि सरकार ने प्रश्नोत्तर काल मे बताया था कि सरकार को प्रादेशिक सरकारो के आग्रह पर टैक्स लगाना पड़ता है। मैं सरकार से आग्रह करूंगा कि जिस प्रदेश सरकार को किसी तीर्थ पर कर लगाने की आवश्यकता हो वह अपने डिपार्ट के द्वारा अपनी युक्ति से तीर्थ पर कर लगावे और उसको वसूल करे। क्यो केन्द्र की सरकार इस बदनामी को अपने सर पर लेती है? मैं केन्द्रीय सरकार से आग्रह करूंगा कि वह ऐसे कर को लगाना छोड दे। जिस प्रकार प्रादेशिक सरकारे टाल टैक्स लगाती है, रोड टैक्स लगाती है, उसी प्रकार इसकी व्यवस्था भी वे करें और केन्द्र की सरकार इस बदनामी को न ले।

तीसरी बात जिस की ओर मैं सरकार का ध्यान आकर्षित करना चाहता हूं वे रेलवे यार्ड है जो पुलिस यार्ड से बाहर होते हैं। आज वहा पर जो स्थिति है उसको वे जरा देखें तो उनको मालूम होगा कि वहां जुए का अड्डा है, प्रास्टिट्यूट्स का अड्डा है, शराब का भी अड्डा है और वे लेपर कालोनी बने हुये है। इसलिए मैं सरकार से आग्रह करूंगा कि जो रेलवे यार्ड हैं उनकी वह दुरुस्त करे, नही तो भारतवर्ष का समूचा कोढ़ रेलवे यार्ड मे जा कर के जमा हुआ है और समाज की जितनी बेकार चीज है वह वहां पर जा कर जमा हुई है। आप इसको देखे और इस पर विचार करके सभी गड़बडियों को दूर करे।

(श्री जगदम्बी प्रसाद यादव)

अब मैं रेलवे मंत्री का ध्यान, जो बिहार से आते हैं, खास कर लाइन की ओर आकर्षित करना चाहता हूं जो क्यूल से शुरू होती है और हावड़ा सियालदह की ओर जाती है। लूप की बड़ी प्रशंसा हमारे नियोजन में की जाती है, मगर सचमुच में अगर लूप लाईन पर ध्यान दिया जाय तो लगता है कि लूप लाइन की स्थिति खराब है। माननीय मंत्री जब भागलपुर स्टेशन का उद्घाटन कर रहे थे उस समय उन्होंने वचन दिया था कि इस लूप लाइन पर एक ऐक्सप्रेस गाड़ी और चलाई जायेगी जिसका पालन आज तक नहीं हुआ है। लप लाइन के लिए यह सौभाग्य की बात है कि फिर से हमारे माननीय मत्री रेलवे मंत्री हुए हैं और अब उस बात की पूर्ति होगी।

मैं आपका ध्यान विशेष रूप से इस ओर आकर्षित करना चाहता हूं। आप टाइम टेबिल लेकर देखें कि लूप लाइन से जो आदमी अपर मुख्य लाइन पर गाड़ी पकड़ने के लिए आते हैं तो किन्हीं भी आदमियों को कोई ऐसी गाड़ी नही मिलती जिससे लम्बी यात्रा कर सकें या जो लोग मुख्य लाइन से आते हैं उनको कोई गाड़ी नहीं मिलती है जिससे वे जा सकें। सबसे बड़ी खराबी की बात यह है कि लूप लाइन का रिप्रेजेंटेटिव रहता है कलकत्ते में, लूप लाइन से उसका कोई वास्ता नहीं हो सकता-भले ही कभी यात्रा कर लेता हो -इसलिए लूप लाइन का जो टाइम टेबिल बनता है उसने लूप लाइन के किसी भी आदमी की सुविधा का ख्याल नहीं किया जाता। एक उदाहरण मैं आपके आगे रखना चाहता हूं। दानापुर फास्ट पैसिजर का एन्ड है पटना, यानी बिहार वासियों की जो राजधानी वहां पहुंचना, लेकिन बिहार वासियों का जो ज्यादातर हिस्सा है, जमालपुर से वह रात को दो-ढाई बजे निकल जाती है, हमारा जो बरियारपुर स्टेशन है वहां दो बजे या दो बजे के बाद पहुंचती है, बराबर लेट पहुंचती है और जब गाड़ी क्यूल के आगे पहुंचती है तो तीन गाड़ियों पास कराने के लिए इसको रास्ते में रोक दिया जाता है। उस गाड़ी में कोई आदमी है इसका कभी ध्यान नहीं रखा जाता। मेरा श्रीमान से आग्रह है कि आप उस टाइम टेबिल को देखें। सचमुच में उस लूप लाइन पर चलने वाले यात्रियों की सुविधा की ओर कभी भी हेड आफिस में, जहां टाइम टेबिल बनता है, ध्यान नहीं दिया जाता।

एक दूसरी बात की ओर भी मैं आपका ध्यान दिलाना चाहता हूं। राष्ट्र भाषा की बात चलती है। ईस्टर्न रेलवे की यूजर्स कन्सलटेटिव कमेटी में रहने का मुझे मौका मिला। 5-5 घंटे बैठ कर तय किया कि लूप लाइन पर जो उच्च अधिकारी हैं व विचार करें, मगर वे कभी विचार करने के लिए तैयार नहीं हुए। इसी तरह से जो हिन्दी विभाग कायम किए गए थे व समाप्तप्राय हैं। इसलिए कि हिन्दी में काम करने देने के पक्ष में वहां के अधिकारी नहीं हैं। अगर कोई हिन्दी में दरख्वास्त देकर छुट्टी मांगे तो छुट्टी कैंसल हो जाती है और उस पर कार्यवाही भी की जाती है।

जब समय सारिणी का प्रकाशन करें तो अंग्रजी और हिन्दी की समय सारिणी का प्रकाशन साथ-साथ करें। लेकिन आप देखेंगे कि हिन्दी और अंग्रजी के प्रकाशनों में बड़ा अन्तर रहता है। बाजार में अंग्रेजी का प्रकाशन पहले चला जाता है तो स्वाभाविक बात है कि लोग वही खरीद लेते हैं क्यों कि उनको तुरन्त काम है। इसका कारण यह होता है कि हिन्दी के प्रकाशन की बिक्री बहुत कम होती है, हिन्दी का प्रकाशन कोई लेता नही है। मै आग्रह करूंगा कि हिन्दी और अंग्रजी का प्रकाशन और बिक्री स्टालों पर साथ-साथ की जाय। अगर ऐसा नहीं किया जाता है तो उसका दारोमदार बिक्री

पर पड़ता है और रेलवे अथारिटी कहती है हिन्दी में बिक्री कम होती है।

मैं जमालपुर कारखाने की ओर आपका ध्यान आकर्षित करना चाहता हूं। जमालपुर कारखाना सचमुच में ईस्टर्न रेलवे का प्रमुख कारखाना है। जो आज इलेक्ट्रिसिटी के युग में और डीजल इंजन के युग में मृतप्राय हो रहा है। मैंने माननीय मंत्री से पत्राचार किया, पता चला कि वे भी इस ओर आकर्षित हैं। मैं आपको बताना चाहता हूं कि 1957 से लेकर आज तक जो तृतीय श्रेणी प्रशिक्षणार्थी (अप्रेंटिस) की बहाली होती थी और जो 200 से ऊपर बहाली होती थी उसके बन्द हो जाने के कारण पांच साढ़े पांच हजार नौजवान, मजदूरों के लड़के-बच्चे जो पढ़-लिखकर तैयार होते काम पाए होते, जीविका पाए होते और राष्ट्र के लिए कुछ कर पाए होते वह न कर सके।

(*Time bell rings.*)

उपसभापति : इतने बोलने वाले हैं . . .

श्री जगदम्बी प्रसाद यादव : मैं अभी दो-तीन मिनट में खत्म करता हूं। प्रश्न पूछा तो मंत्री जी ने कहा कि वहां किसी को हटाया नहीं जा रहा है, लेकिन 'लूप' लगा दिया है नौकरी पाने वाले में। बहाली न मिलने के कारण जो हटाए जा रहे हैं, वहां पर जो लड़के-बच्चे तैयार हो रहे हैं उनके लिए काम की क्या व्यवस्था होगी? वहां पर इतने कुशल कारीगर है। द्वितीय महायुद्ध मे मांगा गया तो वहां से बम का खोल बना कर दिया, आपने कहा तो 1965 की लड़ाई में छोटे छोटे ट्रेन बनाए चित्तरंजन कारखाने के लिए 60 टन का लिहाई बना कर दिया और रेलवे टिकट के लिए पंचिग मशीन बना कर दी। जहां इतने कुशल कारीगर हैं वहां सरकार इलेक्ट्रिक और डीजल इंजन की रिपेयरिंग की व्यवस्था करें तभी उसका सुधार हो सकता है। इसी के साथ साथ मैं यह कहूंगा कि रेलवे में जहां पर काम नहीं है, वहां चोरियों की बहुतायत बनी हुई है, उसको नहीं रोका गया तो उस कारखाने को बहुत बड़ा नुकसान होगा। इसलिए मैं अपने माननीय मंत्री जी से आग्रह करूंगा कि जमालपुर वर्कशाप की समस्या सुधार कर इलेक्ट्रिक और डीजल इंजन की रिपेयरिंग की वहां व्यवस्था करें जिस से वहां के कारीगरों को सचमुच में अपनी कार्यकुशलता दर्शाने का मौका मिले। साथ ही साथ जमालपुर को डिवीजनल हेडक्वार्टर में बदला जाय तो बहुत उपयुक्त होगा।

अन्त में मैं यह कहना चाहता हूं कि लूप लाइन पर ध्यान दीजिये, अगर यह डबल लाइन हो जाय, इलेक्ट्रिक लाइन हो जाए तो सचमुच में तभी इस लाइन का उद्धार हो सकेगा।

SHRI SANDA NARAYANAPPA (Andhra Pradesh): Madam, before I support this Appropriation Bill I would like to mention that the honourable Minister in charge of Railways now is always cheerful and enthusiastic and we hope that the constructive suggestions given by honourable Members on both sides will be taken into consideration and that all ameliorative measures will be taken by the Ministry of Railways, Catering and other amenities improvement of platforms and such other things should be effectively attended to.

In this connection, Madam, I have to mention an important point regarding the Guntakal Division. After the formation of the South-Central Zone in Andhra Pradesh, the Guntakal Division was to be tagged on to the South-Central Zone, but this Division has now been kept with the Southern Zone. If I may compare it, it is just like keeping the head in the Southern Zone while the entire body and legs are kept in the South-Central Zone. Madam, it is just like that. I would

[Shri Sanda Narayanappa]

request the honourable Minister to consider the question of merging the Guntakal Division with the South-Central Zone thus making it a complete and comprehensive Zone. In this connection, the Andhra Pradesh Government has unanimously recommended its inclusion in the South-Central Zone, but it has not been considered up till now. I would request the honourable Railway Minister to consider this and see that this Guntakal Division is merged with the South-Central Zone immediately.

Another point that I would like to bring to the notice of the honourable Minister is that backward areas have been completely neglected. The people belonging to backward areas have not been given the railway line facilities. A railway line should be constructed from Guntakal to Tumkur *via* Uravakonda, Kalyanadurg, Pavaguda and Madagasira. For this line we have been agitating for over half a century, but the demand of our people has not yet been accomplished. I would request the honourable Minister to take serious note of this demand and I hope he will bestow his wholehearted attention to see that this demand is fulfilled. I hope this new line will be constructed very soon and this will facilitate the backward areas there.

Then, Madam, I find that coal engines are attached to the express and mail trains on the Bombay-Madras line. These coal engines emit a lot of smoke and raise a lot of dust with the result the passengers are greatly inconvenienced. I request the Railway Minister to see that these trains are run by diesel engines. I find that the Punjab Mail between Bombay and Delhi is also run by a coal engine. The smoke and dust that comes out of these coal engines is very injurious to health. The long distance trains should be run only by diesel engines to relieve the passengers of this inconvenience.

I would, therefore, appeal to the honourable Railway Minister to take into consideration all these points and try to develop the undeveloped areas, to provide railway connections where they do not exist, to convert into broad gauge all the metre gauge lines and to provide all the necessary facilities on the trains so that the people will feel that railway journey is more profitable and comfortable than journey by road. Thank you, Madam.

श्री बी० एन० मंडल (बिहार) : महोदया, मैं मंत्री जी को धन्यवाद देता हूँ कि उन्होंने मेरे जिले में थरविटा से बढ़ा कर भपटिआही तक रेलवे लाइन करने का आयोजन अपने बजट में किया है।

दूसरी बात जिसके लिये मैं उनको धन्यवाद देना चाहता हूं वह यह है कि अभी इन्होंने आश्वासन दिया है कि गया और गोमोह के बीच में जो एक और ट्रेन देने की मांग की गई है उस पर वह विचार करेंगे। इन्होंने यह आश्वासन दिया है।

(The Vice-Chairman (Shri M. P. Bharagava) in the Chair)

श्री जगदम्बी प्रसाद यादव : वह सिर्फ आश्वासन देते हैं, कुछ करते नहीं।

श्री बी० एन० मंडल : मुझे बोलने दीजिये।

अब मैं कुछ और बातें कहना चाहता हूं। एक तो यह कहना चाहता हूं कि बरोनी और कटिहार को जल्दी से जल्दी ब्राड गेज में कन्वर्ट कर दें क्योंकि यह जो लाइन होगी वह आसाम से कनेक्टेड रहेगी और डिफेंस प्वाइंट आफ व्यू से यह अच्छा रहेगा।

दूसरी बात जिसकी तरफ मैं मंत्री जी का ध्यान खींचना चाहता हूं वह यह है कि पोस्ट-वार रिकन्स्ट्रक्शन में एन० ई० रेलवे के लिए एक प्रोपोजल यह था कि बीहपुर से दौरभ मधेपुरा को और दौरभ मधेपुरा से

ारपुर को मिला दिया जाय । इस तरह का एक प्रोपोजल पोस्ट-वार रिकंस्ट्रक्शन में था लेकिन उसका चर्चा न तो फर्स्ट प्लान में हुई, न सेकंड प्लान में हुई, न थर्ड प्लान में हुई और न अब फोर्थ प्लान में हुई है। मैं मंत्री जी का ध्यान इसकी ओर खींचना चाहता हूं क्योंकि डिफेंस के ख्याल से भी नेपाल के बार्डर को वा पुर रेलवे लाइन से मिला देना बहुत अच्छा होगा । इस पर मंत्री जी जरूर विचार करें ।

महोदय, मेरा जिला बहुत पिछड़ा हुआ जिला है और मंत्री जी ने उसके लिये जो कुछ किया है उसके लिये तो मैं उनको धन्यवाद देता ही हूं लेकिन एक बात और भी कहना चाहता हूं कि हमारे यहां एक कापरिया स्टेशन है उस कापरिया स्टेशन को बेलदोर होते हुए बिहारीगंज स्टेशन से कनेक्ट कर दें और इस तरह जो पिछड़ा हुआ इलाका है उसको कनेक्ट करें ऐसा करने से सोनवर्षा थाना और बाजार आलमनगर थाना और बाजार और चौसां ये सब जो पिछड़े हुये इलाके हैं उनसे हो कर वह लाइन जाय। ऐसा करें तो अच्छा होगा । वह इलाका बहुत उपज का इलाका है, पाट धान वगैरह की वहां खेती होती है । तो उनके ऐसा करने से वहां के लोगों के लिये सुविधा हो जायगी और उसके विकास के लिये अच्छा होगा ।

एक और बात की ओर भी मैं मंत्री जी का ध्यान खींचना चाहता हू कि बनमनखी से बरौनी तक पहले एक फर्स्टक्लास का डिब्बा रात को जो ट्रेन जाया करती थी उस में जोड़ा जाता था लेकिन अब करीब डेढ़ वर्ष से वह डिब्बा हटा दिया गया है जिसकी वजह से बनमनखी मुरलीगंज और मधपुरा के फर्स्ट क्लास यात्रियों को बहुत कष्ट होता है । इसलिये मैं चाहता हू कि जो फर्स्ट क्लास का डिब्बा लगता था वह डिब्बा उसमें लगाया जाय । इसकी ओर भी मंत्री जी जरा ध्यान दें ।

एक और तीसरी बात की ओर मैं उनका ध्यान खींचना चाहता हूं । एक समय में रेल मंत्रालय की ओर से ऐसा कहा गया था कि सभी लाइनों में सेकेंड क्लास खत्म कर दिया जायगा — और यह काम शुरू होगा ब्राच लाइन से । इसलिए हमारे यहां मनसी से सहरसा तक जो ब्राच लाइन है उस मे से सेकेंड क्लास उठा लिया गया था । लेकिन कुछ जगह छोड़कर सब जगह यह नहीं उठाया गया । लेकिन यह हमारे यहां जरूर उठाया गया है । इसलिये मैं चाहता हूं कि फिर से उसको रेस्टोर किया जाय । यह वहां के लोगों की मांग है और उन लोगों ने बार-बार मुझे इसके लिये मंत्री जी से आग्रह करने के लिये कहा है । इसलिये इस ओर भी मैं मंत्री जी का ध्यान खींचना चाहता हूं ।

मैं यह भी चाहता हूं कि जो मेन लाइन की ट्रेन्स हैं उन में से एक को सहरसा हो कर कटिहार तक ले जांय, उस से भी लोगों को आने जाने में जो समय की व्यर्थ देरी होती है और जो दिक्कत होती है वह देरी रोकी जा सकती है और उनकी दिक्कत को दूर किया जा सकता है । तो ऐसा करें तो अच्छा ही होगा ।

मैं यह भी चाहता हूं कि बरौनी से जोगबनी तक जो एक ट्रेन अभी कटिहार होकर जाती है उस को सहरसा हो कर जोगबनी ले जांय । इस तरह ले जाय तो टाइम भी कम लग सकता है और सहूलियत भी हो सकती है ।

अब जहां तक कि मंत्री जी ने कहा है कि जो इम्प्लाईज है वह सब डिस्सैटिसफाइड न हों इस बात को हम देखेंगे तो मैं मंत्री जी का ध्यान एक मामले की ओर

[श्री बी० एन० मंडल]

खींचना चाहता हूं कि मंत्री जी जब पहले इस विभाग में थे तो उन्होंने आश्वासन दिया था लेकिन उस के बाद वह दूसरे डिपार्टमेंट में चले गये, उसके बाद जब उस पर कुछ कार्यवाही तो हुई लेकिन वह कार्यवाही मेरे कासेस के मुताबिक नहीं हुई है। मैं समझता हूं कि उस में न्याय नहीं हुआ है। दो महीने, चार महीने में हमें जब जवाब भी आता है लेकिन कुछ करते नहीं बनता है, इसलिए मैं मंत्री जी का ध्यान इस ओर खींचना चाहूंगा कि जो उन से न्याय हो सके उसके मुताबिक वह कर दे ताकि यह जो डिस्सैटिसफैक्शन है वह दूर हो जाय।

बस मुझे इतना ही कहना है।

SHRI BAHARUL ISLAM (Assam): I rise to give support to the Railway Appropriation No. 2 Bill. I admit that the Indian Railways have made a good deal of progress in all aspects Even then I have to make some criticisms in regard to certain aspects. The third class compartments are always overcrowded and particularly in the NF Railway even first class compartments are fully packed by unauthorised passengers and army personnel. The trains are notorious for late running, particularly the Assam Mail. During my seven years of experience I found only on two occasions it ran on time otherwise on all other occasions I found it running late. Unless the number of trains are increased, at least one more train is added between Gauhati and Barauni the condition cannot improve Separate provision should be made for the army personnel. Either separate trains should be there or at least separate bogies should be provided for them because sometimes the rst class compartments are crowded in such a way that unauthorised army personnel overcrowed the corridors in the first class and the legitimate passengers with first class tickets cannot even go to the bath rooms.

Secondly catering services in most of the Railways are poor. The quality of food is poor and the services are inefficient, particularly when the catering is not Departmental The Railways of the North East Region terribly suffered during the last Great War and during the partition. The lifeline of Assam which was with Calcutta *via* Parbatipur by railway was cut off by the partition of the country The link line connecting Assam with Bihar *via* North Bengal was constructed after partition but the link line in North Bengal is unstable and at places breached and washed away during the flood season. The result is Assam is deprived of the supply of essential commodities from the rest of India and consequently the unscrupulous section of the trading class take full advantage of the situation by raising the prices, by hoarding and blackmarketing and the people suffer. This is an yearly feature.

Now when the Farakka Bridge is constructed, it is essential that realignment of the N.F. Railway is considered seriously. The M G. line cannot cope with the present needs of the Eastern Region The B. G. line which has already been constructed up to Gogighopa has to be extended up to Dibrugarh Without the extension to Dibrugarh this line only up to Jogiphopa is almost useless.

To improve the efficiency in service, in respect of speed of the trains, punctuality of trains and otherwise, there should be there Divisional Headquarters—two on the South Bank and one in the North Bank of the Brahmaputra in the Assam portion of the N.F. Railway Public mind has been greatly exercised only on the proposed divisionalisation of the N.F. Railway with only one Divisional H.Q. in Assam.

The demand of the people of Assam for realignment of the Railway line in Assam and at least three Divisional Headquarters in Assam is not on the ground of sentiment or parochia-

lism but for the efficient service of the railways in regard to passenger service, goods traffic and defence need and for the development of Assam which is economically a backward State. At present the goods traffic is very unsatisfactory, is uncertain and inefficient. There is pilferage, loss of and damage to goods in transit. Tea, which is a very important commodity of Assam, is nowadays carried to Calcutta not by train but by truck although truck is more costly than train.

In the end, Sir, I like to place on record my appreciation of the yeoman service done by the Assam's young village boy who averted the derailment of 32 Down Passenger Train near Namtiali, I am glad, Sir, that the hon. Minister has promised to give him some reward. I suggest, Sir, that he should be given the reward in a suitable official function so that it may give some inspiration to other people, young and old, to do patriotic service to the country.

Thank you very much.

SHRI K. CHANDRASEKHARAN (Kerala): Sir, I oppose this Supplementary Demand because it is arbitrary and discriminatory. Out of these 20 items more than half have come in by way of Supplementary Demands to the extent of about Rs. 30 crores, and a very large statement of new works, Sir, is included. There are token grants made for these new works. Even it is said that some of them have been recommended by the Public Accounts Committee, but I am here to tell the hon. Minister that there is apparent neglect of the Southern Railway particularly in the matter of new works, and within the Southern Railway I bring to the hon. Minister's notice the neglect, which has been in existence for some time past, of the railway system existing in Kerala State in the matter of conversion of metre-gauge into broad-gauge; no attempt has been made, Sir, for the conversion of the Cochin Harbour Terminus - Ernakulam-Quilon - Trivandrum metre-gauge section into broad-gauge. There is no doubling of track at all anywhere in Kerala State although the Shoranur-Cochin section has been requiring for the last ten years and more a double track because of the increasing pace of goods traffic from and to Cochin Harbour Terminus.

There is very little of dieselisation on the Southern Railway and particularly in Kerala. There is practically no electrification of any Express or Mail train on the Southern Railway, and no electrification at all, Sir, in Kerala. I would particularly suggest to the hon. Minster the possibility of electrification presenting itself—which the Railways may take to—within Kerala State because Kerala is likely to have very good hydro-electric power available after the Iddiki scheme is fully implemented.

In the matter of new railway lines the hon. Mr. Ramachandran has suggested the linking up of Kanya Kumari from Tirunelveli and Trivandrum. I would only suggest what has been repeatedly suggested before the Railway Ministry, the linking of Ernakulam with Alleppey and Kayankulam and linking the very famous temple centre of Guruvayur within the railway system, and explore again the possibility of the Tellicherry-Mysore railway.

Thank you.

श्री दयाल दास कुर्रे (मध्य प्रदेश) : माननीय उपसभाध्यक्ष महोदय, पब्लिक सेक्टर में जितने भी काम हैं उन में रेलवे विभाग का अपना एक विशिष्ट स्थान है । स्वतंत्रता के बाद रेलवे मंत्रालय ने विशेष प्रगति की है, इसमें दो मत नहीं हो सकते हैं । भारतवर्ष के नक़्शे में रेलवे लाइनों को देखें तो एक जाल सा बिछा हुआ है,

[श्री दयाल दास कुर्रे]
परन्तु वह भाग जो स्वतंत्रता के पूर्व जो छूट गये थे, जिसका एरिया कोई 90,000 स्क्वायर मील है, आज भी वह ज्यों के त्यों अछूते पड़े हैं । वह है दण्डकारण्य का क्षेत्र जिस जिले का अधिकांश भाग मध्य प्रदेश में आता है । आज भी वहां कोई रेलवे लाइन नहीं है । पिछले वक्त मैंने माननीय मंत्री महोदय से प्रश्न के रूप में प्रार्थना की थी। उसका जवाब मिला नहीं और आज मैं पुनः उनका ध्यान बड़ी नम्रता से आकर्षित करना चाहता हूं कि व्यापारिक दृष्टि से भी वह एरिया अत्यंत उपयोगी है और वहां रेल की लाइन डाली जाये । मैं निवेदन करूं कि वहां पर एक विशिष्ट क्वालिटी का आइरन और है जिसको लाने में बड़ी सुविधा होगी यदि रेलवे लाइन का वहां प्रबंध हो जाये । इसी प्रकार सरगोजा जिले को लीजिए जो मध्य प्रदेश में है । 50,000 स्क्वायर मील के एरिया में वहां कोई रेलवे लाइन नहीं है । एक लाइन विश्रामपुर से लेकर अम्बिकापुर तक, जिसकी दूरी 14 मील है, उसका सरवे हो चुका है लेकिन आज भी शासन का ध्यान उस पर नहीं गया है । मैं निवेदन करूंगा कि उस तरफ शासन अपना ध्यान दे ।

अब मैं छोटी-छोटी बातों पर जिन पर रेलवे का ध्यान बहुत कम है उनके बारे में कहना चाहता हूं । वह है एक तो शिक्षा विभाग . . .

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव): आप अलग से बता दीजिये मंत्री जी को ।

श्री दयाल दास कुर्रे : शिक्षा विभाग को रेलवे मंत्रालय यह कहता है कि हमारा विभाग नहीं है । मैं निवेदन करूं कि रेलवे विभाग में जो कर्मचारी हैं उन के बच्चों के लिये स्कूलों की आवश्यकता है । इसलिये मैं कहूंगा कि कटनी, जबलपुर और इटारसी के साथ-साथ बिलासपुर में अगर एक हाई स्कूल की स्थापना रेलवे मंत्रालय करे तो हम उनके बड़े आभारी रहेंगे ।

उसी प्रकार गोंडिया से लेकर बालाघाट तक जो रेलवे लाइन चलती है वह छोटी लाइन है और उसको डबल करने की आवश्यकता है । व्यापारिक दृष्टि से कहिये या रेलवे की आमदनी की दृष्टि से कहिये, अथवा सुविधा की दृष्टि से भी वह एक उपयोगी लाइन है और उसको डबल करना, बड़ी लाइन करना आवश्यक है ।

उपसभाध्यक्ष महोदय, मैं छत्तीसगढ़ क्षेत्र से आता हूं । वहां पर पब्लिक सेक्टर में छः अल्यूमिनियम प्लान्ट और थर्मल प्लान्ट वगैरह वगैरह बहुत सी चीजें हैं । वहां से दिल्ली तक आने में, फास्ट ट्रेन न होने के कारण, अत्यंत असुविधा होती है और वह असुविधा सहन करने वालों में मैं भी हूं । मैं केवल इतना ही निवेदन करूंगा मंत्री महोदय से कि पिछले दस वर्षों से बिलासपुर से लेकर दिल्ली तक फास्ट ट्रेन चलाने के बारे में जो आवेदन किये जा रहे हैं उन पर शासन ध्यान दे और यदि कोई फास्ट ट्रेन रेलवे मंत्रालय चला सके तो अधिक उपयुक्त होगा ।

इन शब्दों के साथ मैं इस बिल का समर्थन करता हूं ।

SHRI CHITTA BASU (West Bengal): Sir, I think I am the last speaker to draw the attention of the hon. Minister to certain grievances of a local nature. I do not like to inflict a speech on him. I want to draw the attention of the hon. Minister to the very important question of doubling the track between Bongaon and Sealdah on the Eastern Railway, because due

to the absence of doubling of the track a lot of difficulties are being faced during the peak hours by the people who go to Calcutta to attend to their normal duties in their offices or factories there. Therefore this should be expedited. As a matter of fact, I am in correspondence with the Railway Board for some time past and I request that the Minister should expedite the matter.

Another point is this. There has been the new line laid between Hasanabad and Barasat but it has been the demand of the people that the line should be direct from Hasanabad to Sealdah.

The third point, Sir, is that I feel that the railway station of Sealdah is being neglected; it should be expanded and modernised so that other trains could also....

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Is there any more modern station than Sealdah on that Railway?

SHRI CHITTA BASU: Howrah is much more expanded; it is better; it is more beautiful. I think that Sealdah is being neglected. This should also receive attention of the Railway Ministry.

These small things I have referred to here and I hope, because the Minister has been very much generous to assure everything to everybody in this House, that I shall not be denied the assurance in respect of remedying the grievances I have voiced just now.

4 P.M.

SHRI KESAVAN (THAZHAVA) (Kerala): I support the demand made by the hon. Mr. G. Ramachandran and the hon. Mr Chandrasekharan. Sir, you know that Kerala is the most densely populated State in India and we are deficit in foodgrains. The only salvation lies in industrialisation and for industrialisation the availability of railways is an important factor, Now there are some railways connecting some important towns but for the last so many years we are neglected and that cannot be denied. The hon. Mr. G. Ramachandran demanded the extension of the line from Trivandrum to Kanyakumari and that demand is there for the last so many years. The demand for a new line from Ernakulam *via* Alleppey to Kayamkulam is also there. Everybody knows that Alleppey is a commercial centre. If you go from Cochin to Alleppy you will find series of coir factories on either side of the road. In Alleppy also there are a number of coir factories. It is not only a commercial centre but there are many coir factories in that area and for the progress of that industry the railway line is very important and that is the reason why we demand this.

The conversion of the metre gauge from Ernakulam to Trivandrum is also an important matter. If I start from here I have got to get down at Madras Central, then go to Egmore station and then travel by metre gauge to reach home. It is a very difficult process. Even if I go from Madras Central to Ernakulam direct still I have to change at Ernakulam into the metre gauge. It is a difficult problem for the transport of finished goods from Quilon and southern Kerala. When we load the goods into wagons either at Quilon or Trivandrum or any other place we have to change over to the broad gauge either at Ernakulam or at Madras. So it is very difficult and that is why we request that this metre gauge line may be converted into broad gauge.

My other submission is that for booking of a wagon people from Ernakulam, Quilon and Trivandrum have to go to Madurai because Madurai is the Divisional headquarters. So my humble submission is that a Division should be formed with Quilon or Ernakulam as the Centre. This is highly needed.

Here I also want to bring to your kind notice that no factory has been started anywhere in Kerala by the

[Shri Kesavan (Thazhava).]

Railway Ministry. Now you want a large quantity of sleepers and timber is available everywhere in Kerala. You can start straightway a saw mill for sleepers in Kerala. Now contracts are given for the supply of sleepers and they are for enormous amounts. If you establish a factory of your own for this purpose it would be very profitable also. So my humble submission is that a factory should be started for sleepers either at Quilon or at Edaman or at Punalur. Punalur is a centre where you can get timber in any quantity.

DR. RAM SUBHAG SINGH: Mr. Vice-Chairman, Shri Kesavanji supported Shri Ramachandranji and Shri Chandrasekharanji and I have already pointed out that we are going to connect Kanyakumari and Tinnevelley. We shall also be converting the metre gauge section between Ernakulam and Trivandrum and it may be that the two things would start simultaneously because day before yesterday we were discussing this matter with the General Manager of the Southern Railway and the Members of the Board and we thought that it would be better if the link between Kanyakumari and Tinnevelley and from Nagercoil to Ernakulam and conversion to broad gauge from Trivandrum to Ernakulam, if all these are taken up simultaneously. The whole thing is being gone into.

It is also correct that Kerala is rich in timber. We purchase our requirements from the States Forest Departments. I will find out whether it would be possible to purchase more from Kerala. I cannot of course straightway say whether it would be possible to set up any timber factory there.

Shri Mohan Dhariaji also pointed out about this Konkan Railway. It was constructed for a few miles long time back, three or four years back, from Bombay to Diva but due to financial stringency it was not possible to extend the railway from Diva towards Goa side. But we can take up the matter with the Planning Commission and if they support it I have no objection.

Shri B. N. Mandalji pointed out about the broad gauge line between Barauni and Katihar. That is our plan. We are going to examine that though of course the survey is already there and it is bound to materialise because it has become so congested and so many industries have been set up there that it is a must at the moment and according to our resources we shall prepare a time table for that.

Shri Chitta Basuji mentioned about the difficulties of the suburban people in Calcutta, more particularly of the Sealdah side. It is our own people who are put to difficulty in those areas and therefore naturally that will receive our attention. About this Hasanabad-Sealdah line I cannot make any promise because it is very difficult.

SHRI CHITTA BASU: Suburban line on the Sealdah side.

DR. RAM SUBHAG SINGH: It is the circuitous way, but the line already exists.

Shri Chandrasekharanji said . . .

SHRI CHITTA BASU: What about Sealdah?

DR. RAM SUBHAG SINGH: You might be put to greater difficulties because it is very difficult to acquire land there in Sealdah.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): Practically impossible.

DR. RAM SUBHAG SINGH: Therefore you know the whole difficulty.

Shri Kaulji mentioned about the Ajmere workshop. That is an excellent suggestion because the Ajmere workshop . . .

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): It was not in this debate.

DR. RAM SUBHAG SINGH: It was a little earlier. The Ajmere workshop has been rendering a good deal of service for the Railways, more particularly for the metre gauge section.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): What about our friend Mr. Baharul Islam?

DR. RAM SUBHAG SINGH: Yes; it is with a view to meeting the needs of Assam that the Katihar line is proposed to be extended up to Barauni and may be further up to Banaras.

AN HON. MEMBER: What about Ballia?

DR. RAM SUBHAG SINGH: Ballia will be covered by that. Ballia can never become a terminus. It is a place which will meet the requirements of so many people. It is in between Banaras and Barauni. He also said that more trains should be introduced between Gauhati and Barauni.

SHRI PITAMBER DAS (Uttar Pradesh): Why has Ballia been brought in here?

DR. RAM SUBHAG SINGH: Ballia is very famous by itself . . .

SHRI B. K. KAUL (Rajasthan): What about the line from Kotah to Chittorgarh? It is required for defence purposes.

THE VICE-CHAIRMAN (SHRI M P. BHARGAVA): Now, you actually did not speak in this debate.

SHRI B. K. KAUL: You have put him aside.

DR. RAM SUBHAG SINGH: We are having a survey and when it is completed and when the re-examination of the survey is complete, our attitude will be sympathetic, because that is a very famous area. It will shorten the distance and give two openings, to Gujarat and this part of the country i.e., Kotah and Chittorgarh.

The difficulty about Gauhati and more particularly the whole of Assam is genuine, If not a train, I shall try to increase and provide some more coaches on some of those lines. Shri Mandal . . .

SHRI BAHARUL ISLAM: I raised some more points.

DR. RAM SUBHAG SINGH: Regarding extension of the line from Jogighopa to Dibrugarh we are examning it. I do not want to take much of the time from Bongaigaon to Gauhati we are having a plan to have a BG line.

SHRI BAHARUL ISLAM: What about the Divisional Headquarters?

DR. RAM SUBHAG SINGH: I am not going to make any new announcement. I have already announced it and I will adhere to that. As you know, I do not want to create any misunderstanding. Assam has got one Divisional Headquarters at Lumbding. There were only three district headquarters, viz. at Katihar, Alipurduar and Lumbding. We elevated them to Divisional Headquarters. Over and above these three, I have got another transport division created at Tinsukia. I promise, subject to traffic limitations—and the moment this limitation is ended—we can have another at Rangiya.

श्री मंडल जी ने बताया था और उनकी जो व्यक्तिगत किसी कर्मचारी पर अन्याय होने की बात है, उस की मैं जांच कराऊंगा उन से मिल कर और बात कर के।

यादव जी ने कई जगहों की दिक्कतों को बताया और वे जमालपुर के बारे में खास तौर से बता रहे थे। जमालपुर कारखाना बड़ा अच्छा कारखाना है और वहां हम ऐसी

[डा० राम सुभग सिंह]

व्यवस्था रखेंगे कि वहां का काम कम नहीं होने पायेगा। खड़गपुर है या चितरंजन है, वे . . .

श्री जगदम्बी प्रसाद यादव : जब तक बहाली नहीं होगी तब तक काम नहीं होगा।

डा० राम सुभग सिंह : बहाली नहीं हो रही है तो भी काम नहीं रुक रहा है। बहुत सी जगहों में नियुक्तियां बंद है, लेकिन रेलें चलती है। हम जमालपुर की महिमा को कम नहीं होने देंगे। वहां काम की व्यवस्था पूरी रहेगी और उन के लिये जो काम होगा वह बहुत माकूल ढंग से किया जायेगा। मगर जब वहां चोरी होती है तो हम क्या करें। इतनी चोरियां वहां क्यों होती है। बहाली के बारे में इन्होंने जो बताया . . .

उपसभाध्यक्ष (श्री महावीर प्रसाद भार्गव): चोरी जब तक बंद न हो आप कुछ न करें।

डा० राम सुभग सिंह : यादव जी वहां हमारी मदद करें। बरियारपुर के बारे में जो दिक्कत होती है, टाइम टेबिल में उस के लिये मैं करा दूंगा कि ईस्टर्न रेलवे जितने क्षेत्र में बिहार में चलती है, भली भांति उस को देख कर टाइम सेट कर दें। बंगाल में और दूसरी जगहों में अगर केवल समय सारिणी में परिवर्तन कर के ही लोगों की दिक्कत दूर हो जाय तो मुझे वैसा करने में बड़ी खुशी होगी कि उस में यादव जी की राय से कुछ परिवर्तन किया जा सके। और जो बातें आपने गया के बारे में बतायी उन के बारे में देख-रेख कराऊंगा।

श्री अकबर अली खान : एक्सीडेंट्स।

डा० राम सुभग सिंह : आप की बात पहले थी, लेकिन बाद में उसी पर आ रहा हूं। पब्लिक एकाउन्ट्स कमेटी की चर्चा उन्होंने की और उस में पढ़ा कि प्लानिंग थी कि दस मिलियन टन की भाड़े की कैपेसिटी को बढ़ाया जाय। उस का इस्तेमाल पूरा नहीं हुआ। तो अब इसी साल, पिछले साल 203 मिलियन टन ट्रैफिक की गुंजाइश थी, लेकिन इस साल, अभी साल पूरा होने का है 31 मार्च को, मगर करीब करीब 9 मिलियन टन हो गया। हो सकता है कि 9 मिलियन टन से भी ज्यादा ट्रैफिक बढ़ जाय। तो जिस स्थिति में पब्लिक एकाउन्ट्स कमेटी ने रिपोर्ट की वह सही स्थिति होगी, लेकिन आज स्थिति बिल्कुल रेल की योजना के अनुकूल है और अभी ट्रैफिक और बढ़ेगा।

हमारे माननीय श्री अकबर अली खान जी ने कुंजरू कमेटी और वान्चू कमेटी के बारे में चर्चा की।

He wanted that all the mechanical devices recommended by the Kunzru Committee should be given a fair trial on the Railways. I told the House that most of the recommendation of the Kunzru Committee have already been implemented and it was in pursuance of the recommendation of the Kunzru Committee that the interlocking device was introduced on some sections of our Railways. We propose to progressively act according to the recommendations of this Committee and I would always seek Shri Akbar Ali Khan's guidance in this regard.

Ramachandranji's point has already been covered. Shri Lokanath Misra wanted that any capital of a State which is on BG should not be left untouched by a through train from Delhi. I do not know what will happen later on, but in case I have my way, he will have a train by October, 1969. In that time-table I will provide a through train from here to Bhuvaneswar *via* Asansol.

श्री जगदम्बी प्रसाद यादव जी ने तीर्थ यात्रा के बारे में चर्चा की और जैसा कि मैं ने सुबह कहा था कि तीर्थ स्थान कैसा भी हो, किसी भी सम्प्रदाय का, मगर यह कहना मुनासिब न होगा कि वहां केवल एक ही संप्रदाय के लोग जाते हैं। भले ही वे पूजा की दृष्टि से न जाते हों, लेकिन दूसरे सम्प्रदायों के लोग वहां जाते हैं।

श्री जगदम्बी प्रसाद यादव : मैंने तो सिर्फ इतना ही कहा था कि इस कर के लिये केन्द्र सरकार अपने ऊपर क्यों बदनामी ले । राज्य सरकार यह कर लगावे । जिस का काम है वह कर लगावे ।

डा० राम सुभग सिंह : आप का कहना सही हो सकता है, लेकिन अगर सारी बातों को छोड दें और यह व्यवस्था कर दें कि जिस कि तबियत में जो आये वह वैसी बात करे तो वह शायद सब के लिये अनुकूल बात न होगी और इस पार्लियामेंट का एक ऐक्ट है इस के संबध मे, उस ऐक्ट मे भी जो दायित्व है उस दायित्व को निभाना हम नही छोड़ेंगे, लेकिन यह प्रयत्न अवश्य करेंगे कि किसी को कोई विशेष दिक्कत न हो । धन्यवाद ।

श्री जगदम्बी प्रसाद यादव : मै दो बातें पूछना चाहता हू । एक मौलिक प्रश्न तो मैं यह जानना चाहता हू कि आप इन्करेज करते हैं लेबर कोआपरेटिव को कन्स्ट्रक्शन मे 20 हजार मासिक तक का काम देने को । उस के बारे मे क्या प्रगति हुई । उस में वास्तव मे कोई प्रगति नही हो रही है ।

दूसरे, आरा और सासाराम के बीच की 60 मील की दूरी तय करने मे 6 घंटे लगते है सफर मे, उस के लिये आप कुछ करेंगे ।

डा० राम सुभग सिंह : असल मे लेबर कोआपरेटिव के बारे मे हमारी नीति है कि उन से अधिक से अधिक काम रेल का हो, सरकार का हो, मगर उन को भी वह हिसाब से दिया जाता है और उन का हिसाब सही होगा । आरा सासाराम लाइट रेलवे के बारे मे कहना है कि वह सरकार की रेल नहा है । मार्टिन कम्पनी की है, वही इसे चलाती है । 5, 6 घंटे 60 मील की दूरी तय करने मे लगते है और डिस्ट्रिक्ट बोर्ड से उस का सबध है । अगर राज्य सरकार या डिस्ट्रिक्ट बोर्ड उसे खरीद कर दे तो मुझे बड़ी खुशी होगी सरकार की ओर से उसे लेने मे । (*Interruption*) अगर आप पर हम इसी तरह की कोई कार्यवाही करें तो आप सुनेंगे । प्राइवेट रेल हम कैसे दखल कर ले । अगर डिस्ट्रिक्ट बोर्ड या सरकार उसे ले ले तो हम ले लेंगे । जब आप की सरकार वहा थी तो उसने ऐसा क्यो नही किया?

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1968-69 for the purposes of railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

DR. RAM SUBHAG SINGH: I move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. BHARGAVA): I hope the House has no objection if I ask Mr. Sethi to move both the Appropriation Bills together.

I. THE APPROPRIATION BILL, 1969

II. THE APPROPRIATION (NO. 2) BILL, 1969

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI