

THE AGRICULTURAL REFINANCE CORPORATION (STAFF) REGULATIONS, 1964

SHRI RAMESHWAR SAHU: Madam, I also beg to lay *on* the Table a copy of the Ministry of Finance (Department of Economic Affairs) Notification dated the 27th June, 1964, publishing the Agricultural Refinance Corporation (Staff) Regulations, 1964, under sub-section (5) of section 46 of the Agricultural Refinance Corporation Act, 1963. [Placed in Library. See No. LT-4059/65.]

THE APPROPRIATION (RAILWAYS) BILL, 1965—contd.**THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1965—contd.**

SHRI BHUPESH GUPTA (West Bengal): Madam, yesterday I was dealing with the subject of the Durgapur Congress Session and the Bidhan Chandra railway station put up in that connection, and I am glad that our esteemed friend, Mr. S. K. Patil, is here. My complaint was that this particular station should not have been built at all just because the Congress Session was taking place near about, and in this connection I pointed out that, when Mr. Patil built this station for temporary use, Shri Atulya Ghosh said that it had come to stay, that it would stay as a permanent feature, as a permanent station for the well being of the people, for the convenience of the people. He said it because of public criticisms in West Bengal, especially in Calcutta papers, that Government money should have been so wasted, that the Bengal leaders of the Congress should have prevailed upon them to build a temporary station of this kind. Faced with this opposition or rather criticism, Shri Atulya Ghosh made a statement that it was a permanent one. More or less at about the same time the same Minister made it known that it was not going to be permanent. And indeed it does not exist today.

SHRI A. D. MANI (Madhya Pradesh): Will the hon. Member speak near the mike; we are not able to hear him in full.

SHRI BHUPESH GUPTA: You cannot even hear me. The trouble is you are approaching my trouble.

Now, this is the position. Here there is a station called Durgapur station, which is a fairly good station, and within a very short distance of it this particular flag station was built temporarily. We do not see as to why it should have been built, because Durgapur station was good enough for purposes of the Congress Session, and in case certain problems arose, well, they could have been met by mobilising public conveyance, bus transport and so on. Our impression is that there was no need for it at all, even if we would make the maximum possible allowance for the convenience of those who went to see that particular session of the Congress. Now I should like to know from the hon. Minister for Railways whether any estimate of the cost had been taken and how many people detrained at the station or took the train from that station. That is to say, we should have an idea of the financial aspect of this venture. According to our information not many people used this station and that also is another proof that it was not necessary. The delegates came from outside and naturally the Congress Party made arrangements for them to be taken to the venue of the Session, by bus and so on. But there was no need for a station of this kind in order to look after the delegates, or for their convenience. As far as the visitors were concerned, the visitors were mostly from within Bengal. That was also an over-estimate. As I said, I know of many pickpockets coming from Calcutta, but very few *bona fide* visitors to the Congress Session apart from our friends, Congressmen. On that account also there was no need for it. Therefore I would like to know, because this has created a very bad impression. I am not saying that when the situation demands—for the convenience of the public—such temporary arrangements should not be made. But in this case it was made rather thoughtlessly, and, as