

THE PRIME MINISTER (SHRI JAWAHARLAL NEHRU) : Madam, I do not quite know what little points the hon. Member has made, except that I have heard his last speech, nor do I understand his difficulty or the occasion for saying this. It is the Prime Minister's responsibility to allot the various portfolios to his Ministers and to have as many Ministers as he thinks necessary, naturally subject to parliamentary approval, and I thought that it would be very helpful to the Government and to me specially, to have a very able and experienced Member of Parliament, an old colleague of ours to assist us in matters he is especially competent to do, with regard to economic matters, to keep an overall eye over these matters and to make suggestions which can be discussed in the Planning Commission and in the Cabinet, in the Economic Committee of the Cabinet and various other committees. In fact, he has been very helpful. I do not know what other explanation is necessary for my discharging my duties in this particular Way.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

THE APPROPRIATION (RAILWAYS)
NO. 4 BILL, 1962

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI S. V. RAMASWAMY) : Madam, on behalf of Sardar Swaran Singh 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 1962-63 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

Madam, this supplementary demand relates to two Demands, Demand No. 2 and Demand No. 17. Demand No. 2 is with reference to Miscellaneous-

ous Expenditure for certain surveys and this is of the order of Rs. 12 lakhs. This has been necessitated by certain post-Budget developments and it is largely due to doubling certain trunk routes so as to increase the line capacity, totalling up to about 526 miles, in order to meet the anticipated requirements of coal movement. As the House is well aware, the target for coal production may be raised from 93 million tons to 101 million tons, and, therefore, it has become necessary to double certain lines. Even that necessity will arise only during the end of the Third Plan, but we are taking early action because certain surveys are difficult and they will take some time, particularly the line between Kharagpur and Vizianagaram where the survey will be done in the interior and not along the coastline so that the new lines may not be exposed to the vagaries of the monsoon. There is also the sixth survey which has been necessitated by reason of the National Mineral Development Corporation suggesting the construction of fifty miles of new lines near the Belladila area.

I now come to the supplementary demand No. 17, Open Line Works— Replacements. This is for five lakhs of rupees. This is only in the nature of a token grant of one lakh of rupees each for each of the five important doubling that will be undertaken. The pattern of coal movement has now emerged fully from the Planning Commission and in order to meet it, these lines have got to be laid.

Madam, this has been brought before the House because the Public Accounts Committee, in its Fortieth Report, recommended that Parliament should be apprised of it and financial approval taken in advance of commencement of works involving large sums of expenditure. These five works may involve about two crores of rupees each and hence this has been brought to the notice of the Parliament.

The question was proposed.

THE DEPUTY CHAIRMAN: The time allotted for this Bill is half an hour.

SHRI R. S. KHANDEKAR (Madhya Pradesh): Madam Deputy Chairman, this Bill has been brought before us by the Railway Ministry for two purposes, one is for doubling certain sections and secondly, for some surveys to be made. Madam, I am particularly interested because, as far as doubling is concerned, it concerns my State also, namely, the Bhopal-Bina section and the section on the Western Railway from Maksi to Ujjain. It is necessary that this section from Maksi to Ujjain should be doubled. The line between Bhopal and Ujjain and Nagda is one of the oldest lines and there are bridges with the result that heavy engines cannot run on that line. There is great need for replacing that line. The distance is only 116 miles and it takes about five to six hours. When the Government is doubling the line between Ujjain and Maksi, it should undertake to extend it further to Bhopal which is assuming great importance because Bhopal is the capital of a big State. Besides, there are heavy industries located there, like the Heavy Electricals and other industries. Archaeologically also it is important and so the whole line between Ujjain and Bhopal should be doubled so that it will connect the industrial area of Indore and Bhopal and release the traffic which is held up on account of slow movement of the trains.

The Railway Minister said yesterday during the question hour that they "were thinking of introducing new trains from Bhopal to Baroda linking Madhya Pradesh with Maharashtra and Gujarat but the main difficulty is that there are certain bridges on that route which are so old that fast trains cannot go there. The line is also old and so heavy engines cannot travel over them. That is why, mail and express trains cannot run there. If steps are taken to replace the old line and also have doubling of the lines it would help a lot. I would plead for the

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doubling of the line from Bhopal to Maksi also.

With regard to the other demand it is for easing the coal situation. We had a discussion just now and the whole idea of that discussion was the creation of more (industries, more heavy plants etc. So, some attention should be paid to the steel projects also. When there is coal shortage a bottle-neck is created. Steel production is also coming up and it is necessary to see that all the steel plants are well connected with railways. There should be double lines. I understand that there is no double line between Nagpur and Bhilai. Attention should not be restricted only to the coal problem but should be given equally to other industries also.

So many things have been said about accidents, inefficiency and so on. I am not going to dilate upon those points but would only request the Railway Ministry to take into consideration the criticisms.

I am happy to see from this Demand that my State has been given proper attention. I plead for more attention. I had raised this point in my speech on the Railway Budget and I had submitted that Madhya Pradesh was being neglected so far as Railways were concerned. There are so many regions in my State which have no railway lines for hundreds of miles. This survey that the Railways are undertaking and the doubling programme that has been taken up will help a lot. I request that more attention be paid to the State and I support this Bill.

SHRI P. K. KUMARAN (Andhra Pradesh): Madam Deputy Chairman, I support the Bill but while supporting it, I want to express my opinion that while the works for which this amount is required according to the developmental programme, certain other aspects will also have to be taken into consideration. There are large tracts in the South where people have been expecting new lines

[Shri P. K. Kumaran.] to be constructed. As far as Andhra Pradesh is concerned, the Government has been pressing for six or seven new lines. At least one or two lines ought to have been ordered for survey. Similarly, I remember a survey report made for the Telli-cherry-Mysore line but that survey has been put into cold storage. If this line is constructed, you will get a direct route between North Kerala and Secunderabad on the one side and Poona on the other side. I hope the Minister will take this into consideration.

Another point which I want to mention is in regard to the large number of employees who are employed on these projects. They have been working for the last six or seven or eight years. The same is the case in regard to the Moghalsarai-Howrah section where they have the electrification scheme going on. These employees have been working there for all these years. They have been working on daily rates. They have no security of service and many of them have already completed twenty-five to twenty-eight years. They have passed the age of entry into Government service. Unless the Railway Ministry takes up their cause with a certain amount of sympathy, their future is very dark, especially after the present works are over. Already many of them were told, when they applied for some other posts, that they had passed the recruitment age. I hope the Minister will take action to absorb them into the Railways itself. Many of them are getting daily wages which are below the level of the wages given by Railway contractors. The question of applying the Pay Commission scales to them also must be considered. I think there will be no difficulty in this and I further hope that the Minister will consider these issues sympathetically.

With these words, I support the Bill.

श्री शीलभद्र याजी (बिहार) : उपसभा-पति महोदया, मैं रेलवे एप्रोप्रिएशन बिल का समर्थन करता हूँ। जहाँ तक नई रेलवे लाइन निर्माण करने का सवाल है, इस हाउस में और उस हाउस में बराबर यह मांग की गई है कि हमारे देश के जो पिछड़े हुए हिस्से हैं, हमारे देश के जिन क्षेत्रों के निवासियों ने अभी तक रेलवे की सूरत तक नहीं देखी है, वहाँ जल्द से जल्द रेलवे लाइन बनाई जानी चाहिये ताकि वे लोग भी देश के अन्य लोगों की तरह तरक्की कर सकें। वहाँ पर नये नये उद्योग खुलें और वे लोग छोटे छोटे उद्योगों द्वारा अपनी तरक्की कर सकें और यह चीज बमर रेलवे लाइन खुले नहीं हो सकती है। मुझे अफसोस के साथ कहना पड़ता है कि बार-बार कहने पर भी, वहाँ के लोगों की मांग पर भी मणिपुर में रेलवे लाइन नहीं बनाई गई है। हमारे डिप्टी मिनिस्टर आफ रेलवे श्री शाह-नवाज खां साहब वहाँ गये थे और वहाँ की स्थिति के बारे में पूरी तरह से वाकफियत की थी। जहाँ तक मुझे खबर है उन्होंने ने रेलवे लाइन बनाने की भी सिफारिश की थी। त्रिपुरा में धर्मनगर होते हुए अगरतला तक रेलवे लाइन बनाने की बात थी। यह लाइन अभी करीब २७ मील तक ही बनने वाली है। त्रिपुरा तीन तरफ से पाकिस्तान से घिरा हुआ है। यहाँ तो ईंट का भाव ४० रुपये प्रति हजार है मगर मणिपुर में १५० और २०० रुपये में भी ईंट नहीं मिलती। इस तरह से वहाँ पर न कोई सड़क बन सकती है और न कोई दूसरी चीज तैयार हो सकती है। इसी तरह से जहाँ तक काश्मीर में सुरक्षा का सवाल है अभी तक हम जम्मू तक भी रेलवे लाइन नहीं ले जा सके हैं, श्रीनगर की तो बात दूर रही, और वहाँ तक रेलवे लाइन बनाने में वक्त लगेगा। इस एप्रोप्रिएशन बिल के दौरान में बहुत ज्यादा न कह कर यह कहना चाहता हूँ कि हमारे रेलवे विभाग में बहुत तरक्की हो रही है लेकिन इस के साथ ही साथ जिन क्षेत्रों में रेलवे लाइन अभी तक नहीं पहुँची है वहाँ पर रेलवे लाइन बनायी जानी चाहिये। सिल्वर से इम्फाल तक

रेलवे लाइन का जल्द से जल्द निर्माण होना चाहिये। पथारकान्डी से धर्मनगर होते हुए त्रिपुरा की राजधानी अगरतला तक रेलवे लाइन जल्द से जल्द बनाई जानी चाहिये। पठानकोट से श्रीनगर तक रेलवे लाइन भी अवश्य बनाई जानी चाहिये। जब हम दार्जिलिंग तथा शिमला जैसी ऊंची पहाड़ियों में रेल ले जा सकते हैं जो कि सात और आठ हजार फुट की ऊंचाई में है तो इम्फाल और श्रीनगर तक भी रेल ले जा सकते हैं। अंग्रेजी राज्य के वक्त सिलचर से इम्फाल तक रेलवे लाइन का सर्वे भी हो चुका है और उसमें सिर्फ ५० करोड़ रुपये रेलवे लाइन बनाने में खर्च करने की बात थी। इसलिये मुझे आशा है कि माननीय मंत्री जी देश की सुरक्षा के खयाल से इन स्थानों में जिनका मैंने ऊपर जिक्र किया है अवश्य रेलवे लाइन बनायेंगे। नेफा से ले कर मणिपुर और बर्मा बोर्डर तक सुरक्षा के खयाल से और वहां के लोगों की प्रगति के खयाल से भी रेलवे लाइन बनाना आवश्यक है। इसलिये मेरी रेलवे मंत्री जी से प्रार्थना है कि इन तीन प्रान्तों के लोग अपने अपने यहां जिस रेलवे लाइन का निर्माण चाहते हैं उस को जल्द से जल्द पूरा किया जाना चाहिये। इसलिए मेरी माननीय मंत्री जी से यह प्रार्थना है कि प्लानिंग कमिशन ने रेलवे को जो १५० करोड़ रुपये नये कामों को करने के लिए दिया है उसमें से कुछ राशि बचाकर इन तीन प्रान्तों की रेलवे लाइनों को पूरा किया जाना चाहिये तथा सर्वे किया जाना चाहिये। इन रेलवे लाइनों का पुराने जमाने में भी सर्वे हो चुका है।

यह जो मणिपुर रोड है वह करीब १५० मील लम्बी है और इसमें कोई भी आदमी अकेले नहीं जा सकता है। जिस तरह से बैटिल ग्राउन्ड में मर्शनगन, फौज तथा कन्वीय के साथ जाते हैं उसी तरह से इसमें जाना पड़ता है। इसमें बस वगैरह अकेली नहीं जा सकती है, पूरे काफिले और फौज के साथ जाना पड़ता है। मणिपुर की राजधानी

इम्फाल तक कोई अकेले नहीं जा सकता है, इंसान नहीं जा सकता है, कोयला नहीं जा सकता है। वहां पर खनिज पदार्थ है, तेल निकल सकता है और कई तरह की चीजें वहां पर मिल सकती हैं। बगैर रेलवे लाइन के हम वहां पर कोई भी खनिज पदार्थ नहीं निकाल सकते हैं और न तेल शोधन का कार्य हो सकता है। इसलिए मैं फिर माननीय मंत्री जी से प्रार्थना करूंगा कि ऊपर बताई तीनों प्रान्तों की रेलवे लाइनों को बनाने के लिए जल्द से जल्द अभी सर्वे होने का काम आरम्भ कर देना चाहिए। इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूं।

श्री शेरखां (मैसूर) : जनाब डिप्टी चेयरमैन साहिब, मैं इस बिल की तारीफ करता हूं और मैं जिस कांस्टीट्यूएन्सी से आया हूं वहां के बारे में चन्द बातें अर्ज करना चाहता हूं। मैसूर स्टेट के हैदराबाद कन्ट्रिक एरिया में १५ सालों से एक इंच भी रेलवे लाइन नहीं डाली गई है। मन्नाशो हैसियत से और तालीमी हैसियत से वह हिस्सा बहुत बैकवर्ड माना गया है। इसके बावजूद भी आज जिस ढंग से हम को तरफकी करना है उसका लिहाज करते हुए भी वहां के लोगों का जो मुतालबा है वह मुनासिब है। वहां के लोगों का बार बार यह मुतालबा रहा है कि बाड़ी से हिगोल तक रेलवे लाइन बनाई जानी चाहिये ताकि उस बैकवर्ड एरिया में नई जान आ सके और वहां के लोगों को भी मुल्क के दूसरे लोगों की तरह तरफकी की मंजिल की ओर बढ़ने का मौका मिल सके।

ऐसे ही उस एरिया में बीदर का जिला है, और मैसूर स्टेट में मिलने के बाद उसकी कैपिटल बंगलौर तक पहुंचने के लिए तकरीबन ४०० और ५०० मील का रास्ता तय करना पड़ता है और उन लोगों को इतनी दूर जाना पड़ता है। बीदर रेलवे लाइन की सर्वे हो चुकी है लेकिन अभी तक रेलवे की लाइन नहीं बन सकी। जहां हम और जगह तरफकी देखते हैं वहां हम साउथ की तरफ जब देखते

[श्री शेरखां]

हैं तो उसकी तरफ कम तवज्जो दी गई है, यह बात मेरी समझ में नहीं आती। इसलिए मैं खास तौर पर रेलवे डिप्टी मिनिस्टर साहब से गुजारिश करूंगा कि बाड़ी हिंगोल रेलवे लाइन बनाकर इस कमी को पूरा किया जाना चाहिये और मुझे उम्मीद है वे इस कमी को जल्द से जल्द पूरी करेंगे। इसके साथ साथ ही साथ गुलबर्ग और बोदर वाली लाइन भी बना दी जाती तो इस एरिया को जो सब से बड़ी कमी है वह पूरी हो जाती। मैं यह भी अर्ज करना चाहता हूं कि हैदराबाद और कर्नाटक एरिया में जितने भी रेलवे स्टेशन हैं उन में वेस्टिंग रूम नहीं हैं और न वहां क्रासिंग ब्रिज बनाया गया है। इस समय हमारे मुल्क में सब से ज्यादा खराब हालत रेलवे की उस एरिया में है इसलिए मुझे उम्मीद है कि रेलवे मिनिस्टर साहब उस एरिया की ओर खास तवज्जो देंगे। इन चन्द बातों के साथ मैं अपनी तकरीर खत्म करता हूं।

SHRI BHUPESH GUPTA (West Bengal): Madam, I want to say one thing.

THE DEPUTY CHAIRMAN: On this Bill?

SHRI BHUPESH GUPTA: Yes. I have only one point about the Railway Administration.

THE DEPUTY CHAIRMAN: We have got a time-limit on this Bill.

SHRI BHUPESH GUPTA: Only a few minutes I will take.

THE DEPUTY CHAIRMAN: If you can be just to the point . . .

SHRI BHUPESH GUPTA: That I will be; absolutely.

Now, I do not know how the Dum-raon railway accident is being treated by the Railway Administration and the Railway Board. As you know, it was a very serious accident and after the Parliament discussed this matter, the matter was taken up by the Gov

ernment and even before that a Commission of Inquiry was appointed under the relevant Act. The enquiry was in progress. What has happened now is, it seems the enquiry has been stopped suddenly. As the enquiry was going on, the two cabinmen were prosecuted in a magistrate's court. Then somebody came before the Commission of Inquiry and said that the enquiry should not be proceeded with because the matter was sub-judice in a court of law. And the Chairman of the Inquiry Commission asked the lawyer on behalf of the Railway authorities, Mr. Sanyal . . .

THE DEPUTY CHAIRMAN: If it is sub judice, how can you comment on it? And it is not relevant to this Bill.

SHRI BHUPESH GUPTA: It is relevant. I am questioning the Railway Administration. I am not at all concerned with the judicial part.

THE DEPUTY CHAIRMAN: You make whatever point you want to make.

SHRI BHUPESH GUPTA: What is the position of the Railway Board with regard to this matter? A commitment was made. I am not at all mentioning anything about what happened in the court of law. Perhaps, the Secretary thought I was referring to the court proceedings; not at all. Mr. Sanyal . . .

THE DEPUTY CHAIRMAN: This is Railway Appropriation Bill.

SHRI BHUPESH GUPTA: This is connected with it, because . . .

SHRI S. V. RAMASWAMY: Whatever appears in the papers, he immediately pops up and puts a question.

THE DEPUTY CHAIRMAN: Please make your point . . .

SHRI BHUPESH GUPTA: ... I charge the Railway Board with not proceeding with the enquiry. The Chairman asked: "The Central Government have come to the conclusion that no useful purpose will be served by continuing this Commission and therefore it should cease to exist Is

that the idea?" Now, we do not know, Madam, when the Central Government decided this thing. Then Mr. Sanyal, the lawyer on behalf of the Central Government, said: "It may be; I am speaking on instructions. The lawyer there has been instructed to tell before the Commission of Inquiry that it should not be proceeded with and this is what the position has come to. And in the latter part—I am referring to the "Searchlight" of August 29, *i.e.*, yesterday . . .

SHRI S. V. RAMASWAMY: Madam, all that may be interesting, but it is not relevant.

SHRI BHUPESH GUPTA: It is relevant, because it relates to the Railway Administration. The Chairman of the Commission says that he is very much frustrated about the whole matter.

THE DEPUTY CHAIRMAN: You have made your point.

SHRI BHUPESH GUPTA: I would like to know what is the position. Now, they are making a farce of Parliament. We discussed it. An Enquiry Commission was appointed. Now, behind our back the lawyer has been instructed to tell the Chairman of the Enquiry Commission that this enquiry need not be proceeded with. The Chairman of the Commission has expressed his surprise and he says:—

"We have been frustrated by the attitude of the Government in a serious accident like this."

Therefore, he should explain the position here before this House.

SHRI S. V. RAMASWAMY: Madam Deputy Chairman, whatever appears in the papers in the morning, we cannot immediately answer on the floor of the House within a few hours.

SHRI BHUPESH GUPTA: But you can say whether you have given any instruction or not.

SHRI GOVINDAN NAIR (Kerala): He can say whether they have given instructions.

SHRI S. V. RAMASWAMY: I regret I cannot do so now.

THE DEPUTY CHAIRMAN: How can he say, unless he looks into the matter?

SHRI BHUPESH GUPTA: But the Minister should come prepared.

THE DEPUTY CHAIRMAN: You know that he cannot carry all the information with him. Yes, Mr. Ramaswamy, please continue.

SHRI BHUPESH GUPTA: The official gallery is there.

THE DEPUTY CHAIRMAN: Please continue.

SHRI BHUPESH GUPTA: Do I understand that we cannot have an answer to a point which is very clear?

THE DEPUTY CHAIRMAN: If you have, you can give it.

SHRI BHUPESH GUPTA: He can consult the official gallery. The Railway Board is there.

SHRI S. V. RAMASWAMY: I have no answer to give now. My friend may pursue the matter in some other form, if he likes, but not on this occasion, not on this subject.

I was glad to see that Mr. Khande-kar was very happy that after all Madhya Pradesh is having a fair deal. A number of lines are coming up in that area. He wanted particularly that there should be more lines. Now, the importance of these lines is that coal has got to be moved and also the other links have got to be established in order to supply the steel plants with raw materials on the one hand and to move the finished commodities on the other. It is with this purpose in view that all these lines are coming up, and new surveys, doubling, etc. are made.

Mr. Khandekar also said that the whole of the line from Bhopal to Ujjain should be relaid. I do not think the condition of the railway

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track is so bad as he is assuming. Otherwise, trains would not run. The position is that in the first Instance doubling is being taken up between Ujjain and Maksi. Just at present there is no need to take up the line between Maksi and Bhopal. The Board is well aware of the situation and as and when the necessity arises it will be dealt with in due course.

As regards Nagpur and Bhilai, my friend is under a wrong impression that there is no doubling. Nobody is more anxious to have the doubling than we ourselves. It was programmed, but unfortunately certain contractors failed us and there was difficulty about the construction of certain bridges on the section. We are pursuing the matter and we would very much like that the doubling between Nagpur and Bhilai comes to pass as quickly as possible. There is a severe bottle-neck, there is restriction on the movement of goods.

Now, with regard to the point raised by Mr. Kumaran that people who work on these projects are not confirmed, they are only casual labour. It is a well-known thing that labour employed on projects is necessarily casual and they know how long they are to serve. But then when one project ends, they are at liberty to move on to another project. In fact, they are welcome to come to the next neighbouring project. They are given preference for absorption in regular vacancies. There will not be any question of unemployment at all for them, if they move from that place to the next neighbouring section.

Now, another point was made by Mr. Yajee. I do not know whether it is relevant now to raise the question of a railway line to Manipur and all those things. Mr. Sherkhan was also talking of new lines in Mysore State. My friend must be thankful that a number of lines are coming up in Mysore State. He is well aware that the Hassan-Mangalore line, which is purely within the Mysore State, is

coming up. Then, there is the Banga-lore-Salem link which also serves the Mysore State. Recently, we have decided to take over the Alnavar-Dandeli line, which belongs to the Mysore State Government and it will be worked by us in order to improve the communications. We are doing everything possible within the limited resources available to us to improve railway communications in Mysore State.

I am glad there has been general support and I do not wish to add anything more now.

THE DEPUTY CHAIRMAN; The question is:

"That the Bill to authorise payment and appropriation of certain further sum, from and out of the Consolidated Fund of India for the service of the financial year 1962-63 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up the clause by clause consideration of the Bill. There are no amendments.

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.

SHRI S. V. RAMASWAMY; Madam, I move:

"That the Bill be returned."

The question was proposed.

SHRI BHUPESH GUPTA: May we have that statement tomorrow on the point that I raised?

THE DEPUTY CHAIRMAN; The point is outside the scope of this Bill. The question is:

"That the Bill be returned."

The motion was adopted.