

किसानों के लिए गन्ने, कपास, सरसों और गुड़ और शरीर के भाव की समस्या पैदा हुई। अब ओलावृष्टि से, जिसे उर्दू में जालाबारी कहते हैं, किसानों की समस्त फसल खराब हो गई है।

कृषि मंत्री खुद किसान हैं और किसानों के प्रतिनिधि हैं। यह सदन भी किसानों का प्रतिनिधि है। अच्छा होता कि इस सवाल पर यहां बहस की जाती। अगर ऐसा होता, तो हिन्दुस्तान के किसानों के दर्द के लिए वह एक फाहे का काम देती और किसान यह महसूस करते कि यह सदन हमारे ग्राम में शरीक है और वह हमारे दर्द पर सहानुभूति से विचार कर रहा है। कम से कम यह भावना तो होती कि जालाबारी या ओला-वर्षा से किसानों का जो नुकसान हुआ है, उस के पलिए कुछ मुआवजा दिया जाये। हम उन्हें बीमे की कोई सर्टिफिकेट नहीं दे सके हैं, जबकि कारों वगैरह के लिए, और कारखानेदारों को, यह सुविधा मिली हुई है।

किसान बेचारे अनपढ़ हैं। लेकिन गांधी जी के सपनों के मुताबिक और डा० लोहिया के शब्दों में कभी वह दिन आयेगा, जब भारत का किसान उठेगा और अपनी किस्मत का फसला खुद करने के काबिल होगा, और तब इस सदन के माननीय सदस्य भी भाग भाग कर उस का काम करेंगे। अच्छा होता कि कृषि मंत्री कम से कम यह ऐलान तो करते कि किसानों को जाला बारी या ओला-वृष्टि से जो नुकसान हुआ है, उस का मुआवजा दिया जायेगा।

हमारे विरोधी भाई बोलने में कम नहीं हैं। मुझे खुशी है कि वे बोलते तो बहुत हैं। लेकिन वे कभी एक मेम्बर की, और कभी दूसरे मेम्बर की, जूठी थाली उठा कर भागते हैं, और उसी में खाना शुरू कर देते हैं।

लेकिन वह बुनियादी सवालों—किसानों, मजदूरों और शरीबों के सवालों—को नहीं लेते हैं। अगर इस हाऊस में बुनियादी सवालों को लिया जायेगा, तभी देश और लोकतंत्र मजबूत होगा। अगर विरोधी लोग बुनियादी सवालों को उठाएँ, तो मुझे खुशी होगी, जैसा कि हम लोग उठाया करते थे। लेकिन दूसरों के सवालों को उठाना, किसी के गीत गाना और किसी की टांग खींचना ठीक नहीं है।

मैं कृषि मंत्री से बड़े पुरजोर शब्दों में अनुरोध करूंगा कि वह कानून की दलदल में न फसें। वह बाबा नानक के अनुयायी हैं, जिन्होंने बुढ़ापे में हल चलाया था—हालांकि यह नहीं कि रोटी की कमी थी, वह तो सारे संसार का दाता था। कानून इजाजत दे या नहीं, लेकिन उन्हें कम से कम इस सदन के जरिये सारे भारत के किसानों को विश्वास दिलाना चाहिए कि जालाबारी से जो नुकसान हुआ है, सरकार उस की क्षतिपूर्ति करेगी।

उपाध्यक्ष महोदय, आप डा० लोहिया के शिष्य रहे हैं। आप शेरों के नीचे बैठे हुए हैं। आप शेरों से दबने की बात न करें, बल्कि उन के पजों को पकड़ कर शरीबों की बात करें और बरनाला साहब को आदेश दें कि वह इस बारे में कुछ कहें।

15. 25 hrs.

*DEMANDS FOR GRANTS (RAILWAYS), 1978-79

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1978-79 for which 3 hours have been allotted.

Hon. Members whose cut motions to the Demands for Grants have been circulated, may if they desire to move

[Mr. Deputy-Speaker]

their cut motions send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

Motion moved:

"That the respective sums not exceeding the amounts shown in the

third column of the Order Paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1979, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11A and 12 to 22".

Demands for Grants (Railways) for 1978-79 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand.	Amount of Demand for Grant submitted to the Vote of the House
1	2	3
		Rs.
1.	Railway Board	2,53,53,000
2	Miscellaneous Expenditure.	12,65,27,000
3	Payments to Worked Lines and others.	70,25,000
4	Working Expenses—Administration	160,85,35,000
5	Working Expenses—Repairs and Maintenance	703,96,12,000
6	Working Expenses—Operating Staff	359,71,86,000
7	Working Expenses—Operation (Fuel)	329,69,90,000
3	Working Expenses—Operation other than Staff and Fuel	110,79,62,000
9	Working Expenses—Miscellaneous Expenses.	65,51,82,000
10	Working Expenses—Staff Welfare.	59,00,81,000
11	Working Expenses—Appropriation to Depreciation Reserve Fund.	145,00,00,000
11A	Working Expenses—Appropriation to Pension Fund.	50,00,00,000
12	Dividend to General Revenues and Contribution for Grants to States in lieu of Passenger Fare Tax.	232,82,40,000
13	Open Line Works (Revenue)	10,29,73,000
14	Construction of New Lines—Capital and Depreciation Reserve Fund.	65,70,17,000
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund	1298,98,89,000
16	Pensionary Charges—Pension Fund	46,23,16,000
17	Repayment of Loans from General Revenues and interest thereon—Development Fund.	8,54,22,000
18	Appropriation to Development Fund	31,78,23,000
19	Appropriation to Revenue Reserve Fund.	33,64,37,000
20	Payments towards Amortisation of Over-capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund.	136,24,77,000
21	Appropriation to Accident Compensation, Safety and Passenger Amenities Fund.	10,18,35,000
22	Accident Compensation, Safety and Passenger Amenities Fund.	8,05,58,000

श्री नाथूराम मिर्चा (नागीर) : उपाध्यक्ष महोदय, रेलवे बजट पर सारे राष्ट्रीय दृष्टिकोण से इस थोड़े से समय में मैं चर्चा नहीं कर सकता न करना चाहता हूँ। मैं इस रेलवे बजट पर कुछ जो खास तौर से मेरे राज्य से संबंधित समस्याएँ हैं उनके बारे में अपने विचार सदन के सामने रखना चाहूँगा दुर्भाग्य है हमारे इस राजस्थान प्रदेश का कि पिछले 25-30 वर्षों में राजस्थान जो क्षेत्र के हिसाब से हिन्दुस्तान का दूसरा सब से बड़ा राज्य है जहाँ कि 22 पुराने राजाओं के राज्यों को मिला कर एक राज्य बना है, वहाँ जो कुछ भी रेलवे का विकास हुआ वह कुछ राज्यों में राजाओं ने उस समय किया, उस के बाद आजादी मिलने के बाद कोई विकास रेलवे का नहीं हुआ। सिर्फ गंगानगर की तरफ एक थोड़ा सा टुकड़ा ब्राडगेज का बनाया है और कुछ मीटर गेज में उदयपुर से हिम्मतनगर तक एक नया टुकड़ा बना है। इस प्रकार देखा जाय तो राजस्थान में इस के अलावा और कोई विकास रेलों का नहीं हुआ है। मैं हर साल बजट को देखता रहा हूँ और कुछ मुद्दे राजस्थान से संबंधित सदन के सामने रखता भी रहा हूँ और इसी इरादे से कि दण्डवते साहब कुछ इस पर सोचें और विचारें, मैं यह कहना चाहता हूँ कि मैंने काफी गहराई से इस को देखा है। इस में सिवाय इस के कि कहीं छोटे मोटे पुल का प्रावधान है, कहीं किसी वर्षाशाप के अदर डेढ़ करोड़ का अगर विकास करना है तो दस लाख रुपये उस के लिए रख दिए हैं, इसके अलावा और ज्यादा बात राजस्थान के मुताल्लिक नहीं है। जो मेन लाइन जयपुर से अलवर होते हुए अहमदाबाद जाती है उस के बारे में कह रहे हैं कि सात साल से सर्वे हो रहा है और इस को ब्राडगेज बनाया जायेगा। कोटे से सवाई माधोपुर जो पुरानी ब्राडगेज बनी हुई है उस के अलावा और कोई ब्राडगेज राजस्थान में नहीं है।

राजस्थान जैस! मैंने निवेदन किया क्षेत्र में बहुत बड़ा है। राजस्थान नहर वहाँ पर बन रही है, जिस का उत्पादन बहुत बड़ा होने वाला है। पहला फेस उसका पूरा होनेवाला है। उस इलाके में रेलों की जहाँ-जहाँ जरूरत है, जिस के बारे में सर्वे हो चुका है, उस की आज तक कोई चर्चा नहीं हुई, किस तरह से वहाँ का उत्पादन देश के दूसरे हिस्सों में जायगा, इस की कोई चर्चा नहीं है। वह बहुत रतीला इलाका है, उस के बारे में आज तक रेलवे विभाग ने कोई कदम नहीं उठाया है।

एक और बहुत छोटा सा सवाल है— तीसरी और चौथी श्रेणी के कर्मचारियों के सिलेक्शन के सम्बन्ध में। इस सम्बन्ध में राजस्थान का मामला पब्लिक सर्विस कमीशन, इलाहाबाद में जाता है। यहाँ पर इस चर्चा को उठाया गया और आप के जो प्रैडीसेसर थे—मिश्र जी— उन्होंने यह आश्वासन दिया था कि राजस्थान में जहाँ रेलवे के 6 डिवीजन हैं, कम से कम एक पब्लिक सर्विस कमीशन ऐसे छोटे लोगों की भरती के लिये किसी डिवीजनल हैड-क्वार्टर पर बना देंगे। यह आश्वासन रिकार्ड पर मौजूद है। मैंने इस मामले को दो-तीन दफ़ा उठाया। तीसरी और चौथी श्रेणी के पदों पर पहले तो राजस्थान के लोगों की भरती हो ही नहीं पाती, क्योंकि वे उतनी दूर नहीं पहुँच पाते, बहुत थोड़े लोग वहाँ पहुँचते हैं। तो कम से कम एक पब्लिक सर्विस कमीशन राजस्थान के लिये तत्काल बना दीजिये, जिस के लिये इस सदन में आश्वासन दिया जा चुका है—चाहे जोधपुर में बना दीजिये, चाहे जयपुर में, चाहे बीकानेर में, कहीं भी बना दीजिये। तीसरी और चौथी श्रेणी में राजस्थान के लोगों की भरती बिस्कुल नहीं हो रही है, उस के लिये मैं निवेदन करूँगा कि बहुत छोटा सा मसला जो पड़ा हुआ है, उस को आप पूरा कर दें।

[श्री नाथू राम मिर्धा]

इसी तरह से सांभर-डाइवर्शन आप कर रहे हैं। सांभर झील में पिछले दो-तीन साल से बरसात ज्यादा होने से पानी भर जाता है, रेलवे लाइन करीब 17-18 मील पानी कि नीचे डूब जाती है, जिसके कारण सारा जोधपुर और मारवाड़ का इलाका, जयपुर और ईस्टर्न राजस्थान तथा सारे हिन्दुस्तान से कट जाता है, पूरा रेलवे ट्रेफिक अजमेर से डाइवर्ट हो कर फिर कहीं जा सकता है। दुगना तो इस में माल का किराया लगता है, पैसेंजर का भी दुगना किराया लगता है। उस रेल को आप चला नहीं सकते, इस वजह से उस डाइवर्शन को बनाना अब आप ने स्वीकार किया है उस डाइवर्जन के लिए जो प्राविजन किया गया है वह मुझे कहीं नहीं मिला कि कितना प्राविजन है। कुछ अर्थ बर्क चल रहा है लेकिन कितने अर्थ में उसको पूरा करना चाहते हैं उसके बारे में मैं कोई जानकारी इस बजट में प्राप्त नहीं कर सका। 17-18 मील का वह डाइवर्जन है, उसको जब आपने चालू कर दिया है तो जल्दी पूरा करने की कोशिश करें।

MR. DEPUTY-SPEAKER: You can continue next time when we take up this discussion.

Hon. Members may now move their cut motions; thereafter we take up Private Members Business.

PROF. P. G. MAVALANKAR (Gandhinagar): I beg to move:

"That the Demand under the head Railway Board be reduced to Re. 1."

[Need for progressive and rapid increase in travel facilities and amenities, more for second class passengers than for first class and ACC commuters (1)].

"That the Demand under the head Railway Board be reduced to Re. 1."

[Basic change in the approach and policy needed regarding construction of new railway lines particularly in the backward and distant regions, which must take place irrespective of profit consideration and substantially, if not exclusively, for public interest and proper development(2)].

"That the Demand under the head Railway Board be reduced to Re. 1."

[Failure to take urgent and effective steps to eradicate widespread corruption in the railways resulting into extensive harassment to passengers and traders. (3)]

"That the Demand under the head Railway Board be reduced to Re. 1."

[Radical reorientation eventually leading to abolition of the Railway Board.(4)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to construct very soon an overbridge at the Navsari Railway

station with the railways bearing the expense thereon.(5)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for exploring the possibility of starting a new train between Ahmedabad and Amritsar.(6)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to start both the fast and the non-stop passenger trains between Ahmedabad and Baroda for the convenience of thousands of people living and working and travelling in this region.(7)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to start some additional trains for the convenience of daily commuters including students between Baroda and Bulsar in Gujarat (On the Western Railway).(8)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to speed up the Sabarmati Express from Ahmedabad to Varanasi *via* Bhopal.(9)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Urgent need to start the conversion work of the meter gauge into broad gauge between Ahmedabad and Delhi. (10)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Urgent need to construct a foot bridge at Ranip and Sabarmati near Ahmedabad, on the Western Railway for the convenience of passengers and pedestrians.(11)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to provide bed rolls at cheap rates to second class passengers travelling on long distance. (12)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Urgent need to start construction of the new Bhavnagar—Tara-pur railway line in Gujarat.(13)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Urgent need to introduce diesel engines on certain passenger express trains in the Saurashtra region of Gujarat and to speed up some of those trains(14)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for drastic costs in the expenditure by the Railway Board and other railway administrative overlords and bureaucrats. (15)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for shifting of the Western Railway headquarters from Bombay to some major city in Gujarat like Ahmedabad or Baroda.(16)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to construct special sheds for the yatri sahayaks, i.e. porters specially at major railway stations.(17)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to provide clean, good, healthy living conditions, drinking water and proper educational

[Prof. P. G. Mavalankar]
facilities for the Railway employees and their families living in the Sabarmati Railway colony near Ahmedabad. (18)]

SHRI A. K. ROY (Dhanbad): I beg to move.

"That the Demand under the head Railway Board be reduced to Re. 1."

[Failure to extend railway line to Hazaribagh in Chhotanagpur (Bihar), Balurghat in North Bengal and other backward areas of the country. (79)]

"That the Demand under the head Railway Board be reduced to Re. 1."

[Failure to give bonus to the Railway employees. (80)]

"That the Demand under the head Railway Board be reduced to Re. 1."

[Need for abolition of Railway Protection Force and vesting that responsibility with the Gram Panchayat of the area in which the rail line is lying. (81)]

"That the Demand under the head Railway Board be reduced to Re. 1."

[Step-motherly attitude towards NCCRS by the Railway Ministry. (82)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a halt between Ambona and Kalubathan in Dhanbad district (Bihar) E. Railway. (83)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need for increasing the number of trains on the Patherdih-Dhanbad and Chandrapura-Dhanbad lines. (84)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a railway level crossing between Bandarchua and Nripenia village on the Pradhankhanta—Patherdih line in Dhanbad district, Eastern Railway. (85)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct an over-bridge in Pradhankhanta and Radhanagar station of Eastern Railway in Dhanbad district. (86)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for running a passenger train from Dhanbad to Sindri via Pradhankhanta in Eastern Railway. (87)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run Burdwan-Ranchi passenger train via Gaya instead of Gomoh in Eastern Railway. (88)]

SHRI BHAGAT RAM (Phillaur):
I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Non-acceptance of the bonus demand of the Railway employees. (150)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to make casual labour regular employees. (151)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to have railway link between Ludhiana and Chandigarh. (154)]

"That the demand under the head Open Line Works-Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to have longer more stoppage of trains at Phillaur. (168)]

SHRI R. P. DAS (Krishnagar): I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to have preliminary Engineering-cum-traffic survey for a new railway line between Krishnagar city junction and Shikarpur via Karimpur, under Eastern Railway Nadia, West Bengal. (157)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to have signalling survey for making provision for inter-locking system between Ranaghat, Krishnagar city and Lalgola under Eastern Railway. (158)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to have cost-cum-feasibility survey for electrification of Ranaghat-Lalgola section beyond Krishnagar city, Eastern Railway. (159)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to have cost-cum-feasibility survey for electrification of

Ranaghat-Gede section, Eastern Railway. (160)]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Inability of checking the broad day light wagon breakings at Muragachha, Bethuadahari, Debagram and Plassey stations under Lalgola-Ranaghat section on Eastern Railway. (161)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Economic viability as a pre-condition in expanding railways in backward areas. (162)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Failure to construct a new railway line from Krishnagar city junction to Shikarpur under Ranaghat-Lalgola section, on Eastern Railway a backward area in the district of Nadia, West Bengal. (163)]

"That the demand under the head construction of New Lines-Capital and Depreciation Reserve Fund be reduced to Rs. 1."

[Failure to electrify Ranaghat-Lalgola section under Eastern Railway beyond Krishnagar city junction. (164)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Failure to electrify Ranaghat-Gede section, Eastern Railway in the district of Nadia, West Bengal. (165)]

"That the demand under the head Construction of New Lines-

[Shri R. P. Das]

Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Failure to convert to broad gauge line the Nabadwip—Shantipur narrow gauge rail line under Eastern Railway. (166)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re. 1."

[Failure to construct a loco shed at Krishnagar city junction. (167)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to shift the second class waiting room of Khagraghat road station, Eastern Railway from outside to the platform with better amenities without loss of time. (169)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct a second foot-bridge at Krishnagar city junction under Ranaghat-Lalgola section, Eastern Railway to facilitate quick interchange of passengers. (170)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to develop the approach road to the Muragachha station, Eastern Railway. (171)]

"That the demand under the head Open Line Works—Capital,

Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to renovate the main station building of Khagraghat Road station, Eastern Railway, making provision for more booking counters and double entrance to and exit from the platform. (172)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct second platforms at Dhubulia, Muragachha, Debagram and Plassey stations, Eastern Railway to facilitate interchange of passengers between Up and Down trains. (173)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to construct foot-bridge at Dhubulia, Muragachha Debagram and Plassey stations under Eastern Railway to facilitate interchange of passengers between Up and Down trains. (174)]

SHRI SAUGATA ROY (Barrack-pore): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to have full fledged loco shed at Kankinara, Eastern Railway. (183)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to run a classless fast train between Calcutta and Delhi. (184)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to pay bonus to railway workers. (185)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to dismantle the Railway Board. (186)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to extend railway lines in North Eastern States of Meghalaya, Arunachal Pradesh, Mizoram and Tripura. (187)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to allot sufficient money for early completion of Metropolitan Transport Project, Calcutta. (188)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to open an alternative to the Hill Section in Assam. (189)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to take up work on extension of railway line up to Balurghat in W. Dinajpur, West Bengal. (190)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to involve railway workers in railway administration and management. (191)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to double the Sealdah-Bongaon and Bandel-Katwa sections of Eastern Railway. (192)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to have a fly over near Barraenpore at Nilganj Road. (193)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to have a fly over at Lane Gardens where a new station is being constructed. (194)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to have a foot bridge at Talpukur near Barraenpore. (195)]

"That the demand under the head Open Line Works—Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Need to undertake expansion of the Kanchrapara Railway Workshop. (196)]

SHRI R. VENKATARAMAN (Madras South): I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a broad gauge line from Tiruchirapalli to the major port at Tuticorin. (199)]

"That the demand under the head Railway Board be reduced to Rs. 100."

[Shri R. Venkataraman]

[Failure to electrify Madras-Arakonam and Madras-Gudur section of the Southern Railway. (200)]

SHRI A. K. SAHA (Vishnupur): I beg to move:

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Failure to fill up vacancies of 7 station masters in Adra Division which have fallen vacant from June, 1977. (295)]

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Need for up-grading the Bishnupur and Garbeta Railway stations in Adra Division, S. E. Railway. (296)]

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Failure to fill up the vacancies of eight cabin men from Indrabil to Godaplasal in Adra Division, S. E. Railway. (297)]

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Need to provide electricity facility to all the quarters of railway employees. (298)]

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Need to provide health centre for railway employees at Garbeta station, in Adra Division, S. E. Railway. (299)]

“That the demand under the head Ordinary Working Expenses—

Administration— be reduced by Rs. 100.”

[Need to provide a well or a deep tube-well for supply of water to the staff quarters of Chandrakona station in Adra Division, S. E. Railway. (300)]

SHRI KUSUMA KRISHNA MURTHY (Amalapuram): I beg to move:

“That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100.”

[Failure to give representation to Scheduled Castes and Scheduled Tribes in the six Railway Service Commissions. (311)]

SHRI KANWAR LAL GUPTA (Delhi Sadar): I beg to move:

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to construct soon an over-bridge at Shakti Nagar crossing. Delhi. (327)]

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to complete the Ring Railway in Delhi at the earliest to meet the traffic problem. (328)]

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to increase the number of Railway platforms on important stations of Delhi to divert the goods trains to other platforms. (329)]

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Need to construct new halting stations at Shakti Nagar, Kirti Nagar and other places in Delhi. (330)]

Report

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take steps to avoid congestion on railway platforms and improve the sanitary conditions on all Delhi Railway stations (331)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Ignoring of Scheduled Tribes in the recruitment in the Railway Department, particularly in the scale of officers (332)]

"That the demand under the head Construction of new Lines—Capital and Depreciation Reserve fund be reduced by Rs. 100."

[Failure to construct railway line from Sampla, District Rohtak to Jhajjar Tehsil of the same district and connect Jhajjar Tehsil to Bahadurgarh to Rohtak district (Haryana) (333)]

MR. DEPUTY-SPEAKER: The cut motions are also before the House.

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS BILLS AND RESOLUTIONS

FOURTEENTH REPORT

SHRI YADVENDRA DUTT (Jaunpur): I beg to move:

"That this House do agree with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 15th March, 1978."

MR. DEPUTY-SPEAKER: The question is:

"That this House do agree with the Fourteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 15th March, 1978."

The motion was adopted.

15.31 hrs.

RESOLUTION RE: REPEAL OF CONSTITUTION (FORTY-SECOND AMENDMENT) ACT AND WITHDRAWAL OF MISA—Contd.

MR. DEPUTY-SPEAKER: We shall now take up further discussion of Shri Samar Guha's following Resolution for the repeal of Constitution (Forty-second Amendment) Act and withdrawal of MISA:

"This House recommends to the Government to redeem its sacred pledge, made to the people on the historic occasion of the last Lok Sabha Election, by forthwith repealing the Constitution (Forty-second Amendment) Act, which was passed by Parliament under a precarious condition of *de facto* captivity during the repressive Rule of Emergency and which aimed at conspiratorially crippling the democratic freedom of the Indian people and subverting the basic principle of Rule of Law in an unholy effort to perpetuate a quasi-authoritarian administration in the country in abject violation of the fundamental objective of the Indian Constitution, and recommends further to withdraw immediately the Maintenance of Internal Security Act (MISA) which was atrociously used during the above days of darkest period of our democracy as the main arm of suppression and oppression of the people in an ugly desire to protect the personal dictatorship of the former Prime Minister in utter defiance of the sovereign will of the people."

Shri Vinayak Pradsad Yadav may continue his Speech.

श्री हरि विष्णु कामत (होशंगाबाद) :
 मैं यह निवेदन करना चाहता हूँ कि इस सम्बन्ध में मेरे पास श्री समर गुहा का एक तार आ गया है, ही सकता है आपके पास भी आया ही ।