

[श्री मधु लिखये]

मह एक बहुत आवश्यक और राष्ट्रीय प्रश्न है। मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय इस बारे में कोई बयान देने जा रहे हैं।

Mr. Chairman: This will be communicated to the Minister concerned.

17.04 hrs.

DEMANDS FOR GRANTS—RAILWAYS, 1967-68—Contd.

Shri P. N. Solanki (Kaira): Sir, I rise to speak on the Demands for Grants of the Railways. In the beginning, I would like to raise my voice of protest against the increase in fares. As we know, the prices of every conceivable articles of common use are rising, causing hardships to the common people. The rise in railway fares has affected the common man the most. I will explain why I say so. In my own State the road transport has increased the fares and the reason why they have done it is because the railways have increased the fares.

The third class passengers are receiving no facilities at all from the railways. In most of the trains they are travelling like cattle. Can the Railway Minister give an assurance of at least seating arrangements to the thousands and thousands of people who are travelling by third class coaches? Now they are not able to get even a seat. Then, facilities of waiting rooms are not provided in the stations and, in some cases, not even drinking water. The Government talks of socialism and concern for the common man. This is a glaring example of their taxing the common man higher and higher without giving any facilities whatsoever to the poor third class passengers. I would not have objected to it if the Railway Minister had increased the fare of air-conditioned coaches by Rs. 100 or even the

fare of first class or second class. But the common man is not able to pay from his pocket anything further. Therefore, I raise my voice of protest against this increase in third class fares.

Then I come to the other demands. I hope the Railway Minister will bear with me when I say that some decision was taken earlier that the narrow gauge lines are not economic. Therefore some narrow gauge lines were to be closed down I would request the hon. Minister not to take such a step in any area unless they are ready to provide those areas with either metre gauge or broad gauge.

Here is one example which I would like to give because there was a big agitation in the State of Gujarat. In the Broach District there is the port of Dahej. It is a sea port and a narrow gauge line is linking this port with the hinterland. They are trying to close this narrow gauge line. I will request the Minister not to do this unless some other means of transport is provided because the result will be a disaster for this sea port. It is a developing area and there is no other mode of transport. Therefore, before closing down the narrow gauge line the Railway Minister should take a decision for providing either a metre gauge or a broad gauge line.

Coming to a few demands which I have made in the form of cut motions, I would like to remind the Railway Minister that there is already a broad gauge line existing in my constituency from Savaliya to Balasinor. This broad gauge line is at present used by a private company and this line could easily furnish the same facilities for the general public also. The broad gauge line is there from Savaliya to Balasinor but it is not for the public use; it is only for the use of the company. I shall give the details later on if the Minister requires, but I would request the Minister to see if this line from Savaliya to Balasinor could be used by the general public.

I had also mentioned in my last speech on the interim railway budget about a metre gauge line from Kapadvanj to Modasa and I was given the reply that the Railway Ministry and the Government were not interested in narrow gauge lines any more. My suggestion was not for a narrow gauge line; it was for a metre gauge line. If this line could be extended only a distance of ten miles it can be linked with Udaipur and other places which have got a metre gauge. Therefore I had put forward the proposal for a line from Kapadvanj to Modasa in the metre gauge section.

Then, there is another thing which has recently appeared in all the newspapers. As you know, we have a big electricity project of Dhuvaran in Gujarat State. Now it is a very big concern. *Thousands of labourers and workers are coming and going daily to their homes from this station.* They have to travel quite a distance to get the railway facility. If Dhuvaran railway station was made a flag station, they can go and come from the same place instead of walking to a nearby railway station. Therefore, my request is that the Dhuvaran electricity project must be provided with a flag station.

Now I come to some matters concerning the railway staff. I have always said that the railway officers and staff should have better coordination; otherwise, there will be gheraos in this department too. As there are gheraos in other departments and in industry, the railways will also face the same problem. At present an efficient railway unit is working but the growing dissatisfaction among the staff will bring upon us the gherao and unwanted activities. Therefore I request that there should be better understanding between the superior staff and the lower staff.

I have brought up in this House several times the question of the commercial clerks. Even today the railway administration is not prepared to recognise the commercial clerks who

are dealing in booking, parcels and goods, as essential staff. I am surprised to know this. I do not know whether a guard or an engine driver or somebody else is going to deal with tickets, goods, parcels etc. We are thinking that we can do without the commercial clerks. The railway is a commercial concern and we cannot get away from it that it deals with passengers and goods and these are the people who have to do that. Thousands and thousands of them are working in this department and till today they are not regarded as essential staff. They are regarded as non-essential staff. I will request the Railway Minister to have a look into the case of these people and give the right place that they deserve. They are also working under those rules and regulations. All the railway rules apply to them as they apply to other workers. Then, why should they not be regarded as essential staff? The time has come to do that because the railways are expanding. There is a growth of economy in our country. These people are in service for 11 or 12 years and still they are not recognised; I am surprised when the day will come when they will take their due place. The commercial clerks should get that place and should be recognised as essential staff.

Then, though they are working on the railways, they are not provided with uniforms. In some zones they are provided with uniforms but in the Western Zone they are not provided with uniforms. The senior officers demand that they should appear in good clothes, that they should look smart and that they should not look shabby. But if the Railways do not provide the uniforms, they will look shabby. Therefore, the uniforms should be provided to them.

There are pay-scales fixed by the Railways for commercial staff; there are higher grades for the commercial staff. But upto date, not a single member of the commercial staff has

[Shri. P. N. Salanki]

reached that grade. What is the use of having a grade of Rs. 500 or Rs. 600 when no member of the commercial staff reaches that grade? There should be promotions for these people; they should be given incentives.

Then, there are sometimes irregular transfers and whenever transfers take place, the whole family life, domestic life, of the workers is upset. They do not get admissions for their children; they do not get accommodation. I had put it before the then Railway Minister, Mr. Patil and I put it now to Mr. Poonacha. I would say that less and less transfers should take place. The Kripalani Commission has suggested transfers to avoid corruption. But here, in the form of transfers, there is corruption. For not being transferred, the members of the staff offer their salaries to the senior officers, they indulge in flattery and they do the donkey-work in private capacity to avoid transfers. Corruption has taken deeper roots here. Therefore, I say, you regard the honesty of the workers, the efficiency of the workers, and let them be there where they are and have minimum of transfers.

Another thing that I would like to point out is that when the time comes for these clerks to be promoted to a higher grade, it is the outsiders who get the promotions. The promotions which the commercial staff deserve are not given to them. It is the outsiders who get them. There are three or four cases before me. I had written to the General Manager about two cases and there is the third one that I am going to produce soon before the Railway Minister for his kind consideration. They are the people who deserve promotions and not the outsiders.

Regarding the punctuality of trains, the Railway Minister has given us a punctuality ratio. The ratio is high. Is it so in the case of fast trains? Is

it high in the case of longer-route trains? I may give you the examples of Southern Express and Grand Trunk Express. Can you say that they have ever come in time. The punctuality ratio, as a whole, gives a beautiful picture. But there are a few trains which are not at all punctual. I want to know from the hon. Minister whether he has ever appointed an inquiry committee to find out the reasons why trains do not go on time, why they do not reach on time and what are the faults. Are they the faults of the persons who are running trains or are they the technical faults? There should be an inquiry made into the late running of trains at least to find out whether trains are running late on natural grounds or on other grounds. Only then you can improve the efficiency and the punctuality of trains. When the trains are not run on time, not only passengers are harassed on this side but also the other passengers who are on the other side—many people go back and many people miss their connections. There are a lot of hazards. Therefore, if punctuality is a "must" for the Railways, and the Railways claim that they are improving upon that, they should look to the faster trains, long-distance trains, and do away with these small hazards.

Another thing that I want to bring to your notice is the utilisation of surplus staff. The Railway administration says they have got surplus staff. If the surplus staff is there and we are not having any more recruitment, we could utilise the surplus staff which is already existing in the Railways for many other things. For example, there is the problem of ticketless travel, the problem of sanitation at the railway stations and there are many other jobs waiting for the surplus staff where we can employ them, take the maximum work from them and use them efficiently, thereby improving the efficiency of the Railways.

Coming to other matters relating to complaints of subordinate officers, many times, as the hon. Member who spoke before me pointed out, the senior officers do not listen to them. Do the senior officers look into these matters? When the subordinate officers are held responsible for their faults, the senior officers should also be made responsible for the faults of their subordinates. Only then, there will be more vigilance and improved efficiency. Otherwise, the senior officers will always think that the blame is not going to be put on their heads and let the subordinate officers suffer. There should be machinery to find out the exact faults and the senior officers should also be held responsible for the mistakes that subordinate officers commit. Only then there will be proper coordination.

Another thing which my hon. friend, Mr. George Fernandes, often voices, is luxurious travel in railways. Last time he mentioned the figure of 900 coaches. Later on, I found out that there were more than 900 saloons for the senior railway officers. These coaches are used for the luxurious travel of these people; I do not think that this is a necessity.

I will give you a very small example. An officer came to a trouble-spot in my area which has a narrow gauge. He had to come from a distance of 19 miles and he had to come by a narrow gauge. He did not have a saloon car by the narrow gauge track. So, he came upto the broad gauge junction and then travelled by car. He took the whole day. He could have performed that journey of covering 19 miles within one hour, but he took the whole day. All the paraphernalia was there.

The same thing happens in many cases. For small and petty matters, the whole family, cooks, chaprasis, butlers, etc., travel in the saloon and they waste thousands and thousands of rupees of the public exchequer. If you want to give them privacy, if

you want to give them more facilities, give them a compartment, but do away with saloons. We do not want to have these saloons. We have done away with 600 Rajas and Maharajas. Why are you still carrying on with these new Rajas and Maharajas? (Interruptions). I will give an example for the information of the House. The Chairman of the Railway Board, for his personal facility, got a bath-room constructed in the saloon, costing Rs. 7,000. A bath-room was constructed in the saloon, costing Rs. 7,000! An inter-com. telephone was established at cost of Rs. 3½ lakhs! Is this the way socialism is going to come in this country, the democratic socialism which the Congressmen preach? Is this the way in which you are going to care for the common man? Is this the way you are going to lift up the masses? Unless you set an example of simplicity and economy, how are you going to tell the common man of economy and simplicity? A common man or woman or child cannot find a seat in the railway compartment, but a bath room costing Rs 7000 is being constructed in the saloon! Refrigerator is put into the saloon, they smoke cigars and all that. We talk of simplicity and economy. I am sorry to say that this is not the way in which we can satisfy the common people. In Railways there is room for economy. We should do away with all these luxuries, all these paraphernalia, and try to be simple and travel as thousands and thousands of our brothers and sisters are travelling.

This is all I have to say.

श्री डा० ना० तिवारी (गोपालगंज):
सभापति जी, रेलवे बोर्ड रेलवे एडमिनिस्ट्रेशन का सब से उच्च अधिकारी है और वह पालिसी भेकिंग बाडी भी है और हाईवेस्ट एग्जीक्यूटिव भी है। कभी कभी मैं सोचता हूँ कि रेलवे बोर्ड के रहते हुए रेलवे मिनिस्टर की जरूरत है या नहीं? और अभी मैं ने सुना कि रेलवे

[श्री डा० ना० तिबारी]

बोर्ड में भी यह बातें चल रही हैं कि रेलवे मिनिस्टर की तो कोई जरूरत है नहीं। कुछ वहां के ऐसे रेलवे बोर्ड के सदस्य हैं जो आपस में बातें करते हैं कि पालिसी वह बनाते हैं हाईवेस्ट एग्जिक्यूटिव वह हैं, सारी जवाबदेही उन पर है। रेलवे मिनिस्टर क्या करते हैं? रेलवे में तो कोई ऐसी पालिसी नहीं बनानी है कि कहीं विदेश नीति हों या और कोई चीज हो, इतना बड़ा रेलवे है, उस को चलाना है, कहीं लीक बना देनी है। तो वह लोग सोच रहे हैं कि रेलवे मिनिस्टर की क्या जरूरत है? मैं भी सोचना हूँ कि आज 1952 से लेकर 1967 तक मैं इस पार्लियामेंट में हूँ, और देख रहा हूँ कि रेलवे बोर्ड के मामले रेलवे मिनिस्टर की चलती नहीं। माफ करोगे पुनाचा साहब या घोष माहव उन के पीछे एबनपॉजिग्रेस होगा, आप कोई सजेसन भी दीजिए जो मेम्बरों के माफत जाय तो इतना रेजिस्टेंस उस का होगा, जायज बात भी हो तो वह करने को तैयार नहीं होंगे। वह अपने मन से चाहे 50 काम ऐसे कर दें जिनको जस्टिफाई नहीं किया जा सकता लेकिन हम लोगों ने कोई सजेसन दिया तो उस को करने के लिए वह तैयार नहीं होते। मैं समझता हूँ कि बावजूद हम के कि मिनिस्टर है—यहां मिनिस्टर की जरूरत है या नहीं, यहीं सोचना है और उन लोगों को ममूची पावर दे दी जाय या नहीं—*I am the monarch of all I survey.*—यह भी इस सदन को सोचना होगा।

अब सभापति जी, मैं कुछ अन्य बातों की ओर आता हूँ। चूकि मिनिस्टर साहब से कहना तो फजूल है, अगर मुझे कोई काम कराना है तो रेलवे बोर्ड के किसी मेम्बर साहब से दोस्ती कर लूँ तो जल्दी हो जाता है। बनिस्वत मिनिस्टर साहब से कहूँ।

श्री रणधीर सिंह (रोहताक) : हमारी भी दोस्ती किसी मेम्बर साहब से करा दीजिए।

श्री डा० ना० तिबारी : रेलवे बोर्ड रेलवे-एडमिनिस्ट्रेशन को चलाने के लिये सर्कुलर ईशू करता है। उन सर्कुलरज का पालन कैसे होता है—रेलवे के जूनरल मैनेजर्स और अधिकारी लोग अपने मन के मुताबिक उस का अर्थ लगा लेते हैं। यदि कोई छोटा भ्राममी या एम्पलाई उन के मन के मुताबिक मिल जाता है, तब इस सर्कुलर को लागू करते हैं, यदि वह उन के मन का नहीं होता है तो वह सर्कुलर लागू नहीं होता। पचासों ऐसे सर्कुलर हैं जो ईशू किये गये हैं, कुछ लागू होते हैं और कुछ लागू नहीं होते हैं। मेरे हाथ में एक सर्कुलर है—सर्कुलर न० ई IX 265-15 ता० 15-4-1967 इस में कहा गया है कि किसी भी एम्पलाई का सम्पेन्शन चार महीने से अधिक नहीं चलना चाहिये, यदि चार महीने से अधिक हो तो वहा का जो हैड अफसर है, वह उस को गुरन्त सम्पेन्शन से हटा ले, हां यदि यह भ्रम हो कि वह रिकार्ड में कोई गोलमाल कर देगा, उसी हालत में एक्सेप्शन की जा सकती है। मेरे सामने ऐसे पचासों मामले हैं, जिन में बरसों-बरस से सम्पेन्शन चल रहा है। महरमा में एक एक्सीडेंट हुआ था, जिस में फायरमैन और ड्राइवर दोनों इन्वाल्ड थे दोनों बमूरवार थे, लेकिन सम्पेन्शन हुआ ड्राइवर का, फायरमैन का नहीं हुआ। इस लिये नहीं हुआ कि उस का डिस्ट्रिक्ट ट्रैफिक सुपरिन्टेन्डेंट के आफिस में कोई दोस्त है। लेकिन उस ड्राइवर का सम्पेन्शन बरसों से चल रहा है, इस सर्कुलर के बाद भी चल रहा है। वह रिप्रेजेन्टेशन देता है, लेकिन कोई सुनाई नहीं होती। इस सर्कुलर का ईशू करना और फिर उस का पालन न करना—एक अजीब तमाशा है।

मुझे और सर्कुलर्स देखने का भी मौका मिला था। रीटैन्स माहवस के सम्बन्ध में सर्कुलर देखा, जिस में था कि किस कैटेगरी में उन को रखना चाहिये, कुछ को रख लिया, कुछ को छोड़ दिया। वे बेचारे दीड़ते फिरते

हैं अण्ड-अण्ड कुछ भी जवाब दे दिया जाता है। आप चाहते हैं कि आप का स्टाफ ठीक से काम करे, लेकिन आप उन के साथ पार्शियेलिटी करें आप का व्यवहार उन के साथ ऐसा ही कि वे यह समझे कि उन के साथ बेईमानी हो रही है, तो क्या आप समझते हैं कि आप का स्टाफ ठीक से काम कर सकेगा ? मैं आप को यह बताना दूँ— आप के स्टाफ के साथ आप का व्यवहार ठीक हुआ, यदि पाच रुपये आप उन को कम भी देंगे तो भी वे मन से काम करेंगे, लेकिन 10 रु० महीना उन को अधिक दीजिये और आप का व्यवहार उन के साथ ठीक न हुआ उन के दिल को ऐसा महसूस हुआ कि आप पार्शियेटी करते हैं, डिप्रिप्रिजिनेशन करते हैं, तो वह काम ठीक से नहीं करेंगे, प्रबलिय रहेगी, इसका टेन्टेमेंट रहेगा और इसी में काम बिगड़ता है। रेलवे और पुलिस में बहुत में ऐसे स्थान हैं जहाँ महीने की, तनदवाह की कोई परवाह नहीं करता है जैसे हमारे वाजपेयी जी स्टेशन मास्टरो के प्रेजिडेंट है—वह जग देखेंगे कि स्टेशन मास्टरो की बितनी घामदनी होती है—तो उन को पाच रुपये बढ़ाने से कोई अंतर नहीं पड़ता है...

श्री अटल बिहारी वाजपेयी (बलरामपुर) :
हमारे तो छोटी तनदवाह वाले हैं और बच्चे छोटे छोटे ही मरते हैं।

श्री डा० सा० सिवारी : हमारे एक आई ने कमजियल बलक की बात बही कमजियल बलक की घामदनी देखिये बितनी हो जाती है—
Do they care for your increments?
But they care too much for your behaviour, how you deal with them.

आप का बिहेवियर पार्शियल या इम्पार्शियल होता है, वह इस को देखते हैं। हम रेलवे बोर्ड को हाईवेस्ट अबागिटी मान लेने को तैयार हैं, हम मिनिस्टर्स को कहेंगे कि आप स्टेप-डाउन कर जायें, लेकिन वे उस लायक हों भी कि अपने सलूनर्स का ठीक से पालन करा सकें, उस के अन्जाम को ठीक देख सकें,

यदि जैनरल मीनेजर के खिलाफ कोई आता है तो उस के साथ इन्फार्म कर सकें, लेकिन ऐसा नहीं होता।

दूसरी बात मैं आपको विजिलेंस डिपार्टमेंट के सम्बन्ध में बताना चाहता हूँ। आप उनको 3-4 वर्ष के लिये डेपुटेशन पर भेजते हैं, वे कौन होने हैं—तीन-चार सौ रुपये पाने वाले लोग, फिर बाद में लौट कर उनको उन्ही अफसरों के अण्डर में जाना पड़ता है जिन्हें खिलाफ कि उनको रिपोर्ट करना होता है। क्या आप समझते हैं कि उनके खिलाफ वे लोग रिपोर्ट कर सकते हैं—इस के बारे में कोई रिपोर्ट कर ही नहीं सकता। बहुत से ऐसे बसेज होते हैं जिनमें ए०टी०एम० या एसिस्टेंट मकीनीबल इंजीनियर्स इन्वाल्ड होते हैं कारखानों में, लेकिन उनके खिलाफ रिपोर्ट नहीं कर सकते हैं। अगर किसी ने रिपोर्ट कर भी दी, तो उसको इस तरह से पंगा जाता है कि घागे के लिये उसकी हिम्मत टूट जाती है और फिर तीन वर्ष के बाद आप उन्ही लोगों के अण्डर में रखने के लिये उनको बला लेते हैं। अगर विजिलेंस डिपार्टमेंट आपको रखना है तो उसको इन्वीपेन्डेन्ट रखिये, अगर किसी डिपार्टमेंट से प्रादमियों को लेते हैं तो फिर उनके अण्डर में दोबारा उनको मत जाने दीजिये। यदि फिर से बाध के मुह में जाने दीजियेगा तो वे कैसे काम कर सकेंगे। कहा जाता है कि दूसरों को भी चान्स दिया जाता है—क्या चान्स दिया जाता है, जिन काम के लिए आप भेजते हैं, वह ही नहीं सकता आपका गलत विजिलेंस होता है, इस के बारे में कोई रिपोर्ट नहीं करता है—इस तरह के डिपार्टमेंट से क्या फायदा है ?

सैलून और एयर-कन्डीशन्ड गाड़ियों के बारे में हमारे बहुत से सदस्यों ने यहाँ पर कहा है। मैं भी चाहता हूँ कि सैलून और एयरकन्डीशन्ड गाड़ियाँ उठा दी जाय, इनकी कोई जरूरत नहीं है। गरीब हिन्दुस्तान देश में एयरकन्डीशन्ड गाड़ियों की क्या जरूरत है। इस दिल्ली की लू में हम काम कर सकते हैं,

[श्री डा० ना० तिवारी]

घर में रह सकते हैं तो फिर बन्द घण्टो के लिये गाड़ी में बिना एयरकन्डीशन्ड गल नहीं जायेंगे। इनके होने से पैसेन्जर कोचेज के लिये बहुत रुकावट होती है, ज्यादा कोचेज नहीं लगाई जा सकती हैं। एक सैलून के हटाने से आप दो और कोचेज लगा सकते हैं। इसलिए जिन लोगो ने इनके हटाने का सजेसन दिया है, वह ठीक है, इन दोनों को हटा दीजिये। एयर कन्डीशन में कोई सरकारी अधिकारी तो पाच-रू-रूपया देकर चला जाता है, लेकिन हम मदम्यो को पचासो रूपया देना पड़ता है, इसलिए हम सोच भी नहीं सकते हैं कि हम उसमें गफर करें।

एक बात में ध्यान रहना चाहता हूँ कि आपके सकुलर व मनमार हर प्रादमी जो 55 वर्ष पूरा कर सका है, उसका प्राटा-मेटिकली तीन वर्ष तक आप और रखते हैं—एक-एक वर्ष का एक्सटेंशन देकर, जसने कि उनका आचरण अच्छा हो। लेकिन यह सब के कमेज में नहीं है। मेरे एक मित्र ने मेरे पास एक बम रफर किया था जो महर्मा क्षेत्र के एक अग्निस्टैंट इन्जीनियर का था। उसके पचपन वर्ष पूरे होने के बाद वह और तीन चार महीने तक काम करना रहा। उसको कोई नाटिम नहीं मिली। किसी बजट से उससे लागू नाखुश ही गये। उसको केवल छ महीने का एक्सटेंशन मिला जा कि बिल्कुल ही अनफर्ब प्राफ चीज है। एक्सटेंशन हमेशा एक वर्ष का दिया जाता है, उसमें काम का नहीं, लेकिन उसको छ महीने का ही दिया गया। छ महीने का एक्सटेंशन देने के बाद उसका नोटिस भी नहीं दिया, जो अर्न्डनीव प्रंप्रग्रेटरी टु रिटायर-मेंट था, उस का भी अवेन नहीं करने दिया, और हटा दिया गया। इस तरह से उस के साथ ज्यादानी हा रहा है। वह पना नहीं हार्द कोर्ट या क्हा क्हां दीइ रहा है। प्राकि

यहां उसने रिप्रेजेन्टेशन दिया लेकिन कोई उसको सुनने वाला, नहीं है।
Don't let this idea grow in their minds that you favour somebody and do not favour somebody.

मैं यह भी कहना चाहता हूँ कि रेलवे बोर्ड के सदस्य जब कही जाते हैं तो यह नहीं देखते कि ट्रेक की कण्डिशन कैसी है। इसकी तरफ उनका ध्यान ही नहीं जाता। धाज इतन एक्सिडेंट्स होते हैं, लेकिन उनको कुछ परवाह ही नहीं है। पहले हम देखते थे कि कुछ मजदूर ठक ठक करने लाइने पर जाते थे, लाइन पर लोहे में पट पट करने रहते थे। धाज वह सब खरम हो गया है। धाज हम लोग यह भी देखते हैं कि स्टेशनो पर जो पानी पिलाने वाले होते हैं वह एक विस्म से स्टेशन मास्टरों के नौकर हो गये हैं। धाघा समय वह उन लागो के धरगे पर काम करत है। जब ट्रेन आती है तब वह बान्टी लेकर भागते हैं। वैसे ही जो ट्रेक वाले होते हैं वे जो लाइन के इन्चार्ज हात हैं उनके नौकर हा गये हैं। कभी कभी लाइन पर चले जाते हैं बाका समय वह उनका काम करत हैं। इसलिये इम्पेकशन और सुपरवाजन कम हो गया है। धाज वह लाइने पुगनी हा चुकी हैं, जिनका इम्पेकशन और सुपरवाजन बहुत जरूरी हो गया है।

इसके बाद मैं लेंट रनिंग प्राफ ट्रेन्स पर प्राता हूँ। मुझे तो सब से ज्यादा प्राशय्य हांता है कि जो धार्गर्जनेटिंग स्टेशन हैं वहां से दो दो घंटे गाड़ी सेट चलती है। अगर कोई गाड़ी चार बजे चलन वाली है वह साढ़े पाच या छ बजे चलनी है। मैं जानना चाहता हूँ कि ऐसा इन्तजाम क्या नहीं किया जाता कि कम से कम वहां के ट्रेन ठीक समय में चले। दूसरी जगह से बह दो या ढाई घण्टे लेंट हो जाये तो वहां बात नहीं, कभी कोई एक्सिडेंट्स हो सकते हैं,

कोई धीर बात हो सकती है, लेकिन जहाँ से चलती है वहाँ से लेट होता आश्चर्य की बात है। इस के माने यह है कि कोई इसको देखने वाला नहीं है कि ठीक समय पर गाड़ियाँ चले पैसेन्जरों की सुविधा के लिये। वहाँ लोग दो दो घण्टे पहले आ जाते हैं और उनका समय नष्ट होता है। अगर इनकी देर वह अपने घर पर होते तो कोई दूसरा काम करने। कितने मैन भ्रवर्स का लास होता है इसको कोई देखने वाला नहीं है। किसी फैंक्ट्री में स्ट्राइक हो जाता है तो हिमाचल लगाया जाता है कि कितने मैन भ्रवर्स का लास हो गया, लेकिन पैसेन्जरों के कितने मैन भ्रवर्स का लास होता है इसकी कोई गिनती नहीं है। रेलवे स्टाफ को इसकी कोई परवाह नहीं है कि पैसेन्जरों को कोई सुविधा मिलनी चाहिये। पैसेन्जरों को भी कोई राहत चाहिये इसको कभी कोई मोचना नहीं है।

एक बान मेरी स्टेट की है। हम लोगों ने बहुत प्रयत्न किया कि बिहार में एक रेलवे सर्विस कमीशन हो पटना में। कलकत्ता में इन्स्टर्न रेलवे और साउथ इन्स्टर्न रेलवे का रेलवे सर्विस कमीशन आफिस है। दूसरा इलाहाबाद में है। हम सोचते थे कि अगर आप इन्स्टर्न और साउथ इन्स्टर्न रेलवे के सर्विस कमीशन को हटा कर पटना में कर देते तो वहाँ के लोग सैटिस्फाइड हो जाते। मैं नहीं समझता कि इस स्टेट में किसी और स्टेट से कम रेलवे लाइंस है। बिहार में जितना माइलेज है रेलवे का और बिहार की जितनी पापुलेशन है उस का महत्व है और इसको देख कर एक रेलवे सर्विस कमीशन वहाँ बनाया जाना चाहिये। मैं आपको यह भी बनलाना चाहता हूँ कि जब हम लोगों ने पहले रेलवे सर्विस कमीशन के लिये प्रयत्न किया था तो श्री पाटिल ने कहा था कि वहाँ पर एक एग्जामिनेशन सेंटर खोलेंगे और वहाँ लोगों की इंटरव्यू भी होगी। बानापुर में एक खौला भी गया है, लेकिन वह

रेलवे सर्विस कमीशन की मांग का कोई जवाब नहीं हो सकता है। वहाँ के लोगों की अपनी दिक्कतें हैं। चूंकि वहाँ अंग्रेजी की शिक्षा सातवें क्लास से शुरू होती है और दूसरी जगहों पर चौथे क्लास में शुरू होती है इसलिये भ्रक्सर वहाँ के विद्यार्थी अंग्रेजी में ठीक जवाब नहीं दे पाते हैं और अनुत्तीर्ण रहते हैं। वहाँ के लोगों की बड़ी हानि होती है। या तो आप बिहार के लिये कोटा फिक्स कर दीजिये कि इनकी नौकरियाँ वहाँ दी जायेंगी या फिर आप वहाँ के लिये एक सर्विस कमीशन दीजिये और जिस तरह से वहाँ हम बच्चों को शिक्षा देते हैं उसी तरह से वहाँ पर परीक्षा भी हो और इंटरव्यू भी ताकि हमारे वहाँ के लोगों को क्षति न हो।

अन्त में मैं एक विनती जरूर करना चाहता हूँ। रेलवे में बहुत सी ऐसी बातें होती हैं जो कि बहुत ही आपत्तिजनक हैं। ऐसा होता है कि लड़का परीक्षा में पास कर गया, इंटरव्यू भी हो गई, चिट्ठी चली गई कि तुमको फना जगह बहाल किया जायेगा। लेकिन जब वहाँ पर जाया तो नौकरी नहीं मिलती। मैंने एक केस रेलवे मिनिस्टर को लिखा है कि ऐसा केस है, जिनमें इंटरव्यू हो गया, प्रोरल हो गया, चिट्ठी मिली नौकरी की, लेकिन जाता है तो वहाँ नौकरी का कोई ठिकाना नहीं है और लड़का वापस आ जाता है। चिट्ठी लिखना है तो कोई जवाब नहीं मिलता। मैं आशा करता हूँ कि मैंने जो केस भेजा है उसको मिनिस्टर साहब एग्जामिन करेंगे।

Sri K. N. Pandey (Padrauna): Mr. Chairman Sir, I can understand that as the tax increases, the ultimate burden falls on the consumer. At the cost of the increase in wages, etc., due to the recommendations of several committees, naturally that has to be compensated by an increase in the rates of passenger and other traffic. Therefore, the Railway Minister has

[Shri K. N. Pandey]

to come before Parliament for getting the sanction for increasing the railway fares. At the same time, I want to draw the attention of the House to the fact that there is also a limit to what the consumer can pay. There should be something done for the consumer also. He should know what is being done for him, for improvement in the facilities offered to him.

In this regard, I would like to quote an instance from the N.E. Railway. I shall cite a specific line, which goes from Gorakhpur to Siwan and also to the Chhitauni Ghat, especially the loop line. The sanitary facilities there are very poor; the place is so dirty that nobody can go to the bathroom. Also, the berths are so rotten that one cannot sleep over them. These are the conditions. I do not know whether some supervision is kept over these things or not. So, I want to urge upon the Railway Minister that whatever demand he has put before the House—we are ready to accept it and he should be allowed to increase the railway fares also—at the same time, the consumers also expect something from him. He should give more and more attention to the consumers.

After all, it is the Railway Minister who comes before the House. Mr. D. N. Tiwary was saying something about the functioning of the Board as well as the Ministers, regarding the difference between the Railway Board and the Minister, as such. Whatever be the Railway Board, it cannot come before the House to plead the case of the railways. It is the Railway Minister who is elected as a Member and who has the right to come before the House and plead the case of the railways. This is the difference between the two, and that being the case, the Minister will be required to see to the convenience of the travelling public. He is the representative of the public, and it is he who is responsible to look after the facilities and also the

conveniences of the travelling public, before demanding anything from them.

There are so many railways. Some are developed areas, some are undeveloped areas and some are backward areas. I represent an area which is called a backward Area. There a line goes from Gorakhpur to Chhitauni Ghat. This Chhitauni Ghat is situated on the border of U.P. and Bihar where there is the bad Gandak river which is very dangerous. Sometimes back there was a bridge on the river but that was ruined by floods. After that no bridge has been erected. There is no railway line also from Chhitauni to Chhitauni Ghat. In the recent floods some portion of the railway line was also washed away. The Railways have not taken any care to see that that portion of the railway line is at least repaired so that the passengers going up to that point may go as usual. The danger from the river is there still on the railway line. When there are floods in the river the Railway start doing repair work. Why do they not take notice of such a thing before the floods start so that the railway line can be repaired in time and the passengers may not be put to any difficulty? I would request the hon. Minister to see that this line, where it has been damaged by floods, is repaired as soon as possible, at least before the rainy season starts.

We are talking too much of socialism. One way to achieve socialism or to bring in social equality is to form co-operatives. I am giving the instance of Kanpur railway station where the porters used to be engaged by contractors. The contractors always exploited the workers. The porters represented their case to the higher authorities and they suggested that they should form a co-operative. The co-operative was formed. At that time, when this change-over was taking place, the contractor himself

was ready to increase the rates of porters, but as the handling of parcels was transferred to the co-operative, the increase was not given. That increase was not given to the porters. Sir, during these days when the prices have gone up so high these porters are getting Rs. 1.50 per day. Can you except a man to live in these days, when the prices have gone so high, with only Rs. 1.50 a day? No care is taken by the railway authorities. I have written several letters to the Railway Board. Even recently I have sent a letter to the Chairman of the Railway Board. I do not know why they have all gone on deaf ears. They do not find time even to hear the difficulties of these people. If that is the attitude of the officials towards co-operatives, how can co-operatives be encouraged in this country? We are hoping to have co-operative farming in this country. If this is not successful in a small area, how can you expect co-operative farming to come about in this country? I would urge upon the Railway Minister to see that something is done in this connection. Even a cultivator is paying not less than Rs. 2 per day to a worker. The Railways are paying Rs. 1.50. It is a matter of shame for the railway authorities and also for us, Members of Parliament because we are voting for the increase in fares and other things in the hope that more facilities will be granted to the people. I request that this matter may be looked into and the needful is done as early as possible.

I want to say a word about air-conditioned coaches and saloons. This is, no doubt a sign of luxury. But, sometimes, luxuries become very necessary for people who are put in such situations. Now, if you go in a first class compartment and all the other berths in that compartment are occupied, would you be able to do any work in that compartment? Naturally, if an officer has to do some work while travelling, he has got to

get a separate compartment, a coach. It is necessary that such facilities are provided to the officers. I do not know why sentimental objections are raised against this every now and then. If these coaches are used by them, I do not think the heavens will fall on earth. I tell you that if you want them to work you will have to provide them with certain facilities and conveniences. You cannot just cut these facilities by one stroke of the pen.

About industrial relations, I agree with the other hon. Members that some machinery is required. I know that there is a machinery where the representatives of the Railway Board and the unions sit together and try to resolve the disputes. But there are cases where people have to remain suspended for more than one year. Let us think as to how these people are passing their days. So, some period should be prescribed within which a dispute should be resolved. Because, if these disputes linger and prolong, naturally, it causes a lot of difficulties to the affected people.

Then, I agree with Shri Tiwary that some inquiry should be made to see that there is punctuality in the running of trains. It has now become usual for a train to be late by 2 or 3 hours. Rather, it is unusual for a train to be in time. There is no machinery to check why there is delay or late running of trains. This delay should not be there in every case. That shows that there is something wrong somewhere. I hope the Railway Minister will kindly look into it and see that some machinery is provided for ensuring punctuality in the running of trains so that people are not made to waste their time waiting for trains.

श्री बृज ब्रजब लाल (बरेली) : मैं अपनी कट मोर्चा पेन करते हुए यह कहना चाहता हूँ कि जहाँ तक रेलवे बजट का सम्बन्ध है, पहिले यह बजट सरपस रहा करता था और

[श्री वृज भूषण लाल]

हमारे सैटल बजट का एक अच्छा सोर्स आफ इनकम था। लेकिन अफसोस के साथ कहना पड़ता है कि अब कई सालों से इसकी हालत दिन-ब-दिन गिरती चली जा रही है। इसकी आमदनी घटती चली जा रही है। जहां तक मैं समझता हूं इसकी खास वजह यह है कि रेल अधिकारी इस और ध्यान नहीं दे रहे हैं कि रेलवे की इनकम कहां घट रही है। मेरे विचार में जो इनकम घट रही है वह गुड्र फ्रेट में घट रही है। इसका कारण यह है कि पब्लिक जो सामान बुक कराती है वह सुरक्षित गन्तव्य स्थान पर नहीं पहुंचता है। बम्बई, कलकता, मद्रास आदि के लिए जो सामान बुक कराया जाता है उस में सबसे पहली बात तो यह है कि वह सुरक्षित नहीं रहता है, वह महफूज नहीं पहुंचता है और दूसरी बात यह है डैमेज बहुत होता है और तीसरी बात यह है कि बहुत देरी से वह पहुंचता है। एक तो देर से सामान पहुंचता है, दूसरे खराब हालत में पहुंचता है और तीसरे महफूज नहीं रहता है। इन कारणों से लोग आज अपना सामान रेलवे द्वारा न भेज कर ट्रक्स द्वारा भेजते हैं। बम्बई, मद्रास, कलकता आदि के लिए ट्रक्स बराबर जा रहे हैं और सामान को ढो रहे हैं। इस तरह से आपकी आमदनी दिन-ब-दिन गुड्र फ्रेट्स से घटती जा रही है और आप इस और कतई ध्यान नहीं दे रहे हैं। सामान किस तरह से प्रोटेक्टिड रह सकता है, किस तरह से महफूज रह सकता है जबकि आपके रेल कर्मचारी, आपके अपने सर्वेंट्स ही उस को तोड़ते हैं वही उसको डैमेज करते हैं, खराब करते हैं। जब माल महफूज नहीं पहुंचता है, डैमेज्ड हालत में पहुंचता है, उसमें लास होता है, तो जब कम्प्लेंट्स की जाती हैं या कम्पेंसेशन के लिए क्लेम दायर किये जाते हैं रेलवे पर तो बहुधा देखा गया है कि रेलवे पर डिग्रियां होती हैं। इस तरीके से जवर्दस्त लास रेलवे को और गवर्नमेंट को उठाना पड़ता है। रेलवे एम्प्लायीज की नैगिलिजेंस की वजह से

आपको लास होता है। यह जो भार है यह पब्लिक एक्सचेंजर पर पड़ता है। मैं चाहता हूं कि आप अपना ध्यान इस और दें वरना आपकी इनकम और भी दिन-ब-दिन घटती चली जाएगी। जब आपकी इनकम घटती है तो आपने उसको बढ़ाने का एक आसान तरीका ढूँढ निकाला है कि थर्ड क्लास के जो पैसेंजर हैं, चुंकि उनकी गर्दन सब से कमजोर होती है, इस वास्ते थर्ड क्लास के फेयर बढ़ा दो। मैं रेलवे मंत्री की तबज्जह इस तरफ दिलाना चाहता हू कि वह रेलवे फ्रेट से 28 करोड़ पये की एडीशनल इनकम की जो उम्मीद कर रहे हैं, वह उम्मीद पूरी नहीं होगी, क्योंकि रेलवेज को रोडवेज से कम्पीटीशन करना पड़ेगा। इसी तरह मंत्री महोदय थर्ड क्लास पैसेंजर के फेयर बढ़ा कर जो एडीशनल इनकम एक्स-पेक्ट कर रहे हैं, उतनी इनकम नहीं होगी। इस के दो रीजन्स हैं। एक तो यह है कि रेलवेज की तरफ से थर्ड क्लास के पैसेंजर को पर्याप्त सहूलियतें नहीं दी जा रही हैं। जब मंत्री महोदय ने किराया बढ़ाया है, तो यह धाजिब था कि पैसेंजर की फैसिलिटी और एमिनिटीज को भी बढ़ाया जाता, लेकिन इस बजट में इस के लिए कोई प्राविजन नहीं किया गया है। एक तरफ तो रेलवे एडमिनिस्ट्रेशन मुसाफिरों को मुनासिब सहूलियतें नहीं देना चाहता है और दूसरी तरफ उस ने किराये बढ़ा दिये हैं, जब कि रोडवेज से कीन कम्पीटीशन है।

मंत्री महोदय यह आशा कर रहे हैं कि थर्ड क्लास के फेयर को बढ़ाने से रेलवेज की आमदनी में इजाफा हो जायेगा और वह अपने बजट को बैलेंस कर सकेंगे। लेकिन इस के साथ ही वह अपने कर्मचारियों को भी स्ट्रिक्टली डील करें और इस बारे में यह सर्कुलर जारी करें कि रेलवेज के कर्मचारी पब्लिक की कम्प्लेंट्स पर पूरा ध्यान दें।

रेलवेज में जो गड्ढा बुक होते हैं, उन में बहुत डैमेज और लास होता है। इस का

मेल रीजन वह है कि जब गुड्र ट्रेन माल को प्लेटफार्म पर उतारती है, तो उस के बाद वह माल चार पांच दिन तक प्लेटफार्म पर पड़ा रहता है और उस का कोई पुरसा-हाल नहीं होता है, हालांकि रेलवे स्टाफ का यह फर्ज है कि वह तुरन्त उस माल को किसी शेड या कमरे में रखे, ताकि वह डैमेज, लास, टूटने और भीगने से बचे। कई दिन तक प्लेटफार्म पर पड़े रहने से गुड्र को बहुत हानि पहुंचती है। इस लिए यह जरूरी है कि स्ट्रिक्ट इस्ट्रक्शन्स जारी की जायें कि बागह बंटे के अन्दर गुड्र को प्लेटफार्म पर से उठा लिया जायें, वना उम को नुकसान पहुंचने पर उम स्टेशन का स्टाफ डिम्बेदार ठहराया जायेगा। इस तरह की स्ट्रिक्ट इस्ट्रक्शन्स जारी किये बगैर इस बारे में कोई सुधार नहीं होगा। अगर गुड्र को ठीक तरह रखने का मुनासिब इन्जाम कर दिया जायें, तो लोगों के गुड्र का डैमेज और लास नहीं होगा।

ऐसा मान्य होता है कि रेलवे एडमिनिस्ट्रेशन को ट्रेन्स के एक्युशल टाइम का मही पता नहीं है। मिमाल के तीर पर टाइम टेबल के मुताबिक पंजाब मेल बरेली में 8 बजे चलनी है और उसके लखनऊ पहुंचने का टाइम 12 बजे दिखाया गया है, यानी 150 मील के लिए टाइम टेबल में चार बंटों का टाइम दिखाया गया है और इस तरह पब्लिक और पार्लियामेंट को बताया जाता है कि हमारी ट्रेन्स बहुत पंच्युशल है। लेकिन मैं इस बारे में घपना दो बार का एक्सपीरियंस बताता हूँ। बरेली से गाड़ी 8 बजे चली और साढ़े तीन बंटों में लखनऊ पहुंच गई। लेकिन घाटट मिगनलके पास वह घाघ बंटों तक खड़ी रही। पूछे जाने पर इस बारे में कोई ठीक एक्सप्लेन नहीं दिया गया। मैं यह निवेदन करना चाहता हूँ कि जब गाड़ी चार बंटों के बजाये साढ़े तीन बंटों में बिछी स्टेशन पर पहुंच सकती है, तो उस के टाइम में चेंज क्यों नहीं किया जाता है। बूकिंग स्टाफ को घाघ

बंटों का बजाया प्रसाउन्स मिलता है, इसलिए ऐसा नहीं किया जाता है।

मेरा सुझाव है कि इस बारे में हर एक जोन की एक कमेटी बनाई जाय, जिस में रेलवे स्टाफ को तो शामिल न किया जायें, बल्कि वह कमेटी इस सदन के सदस्यों की हो। वह कमेटी तमाम गाड़ियों के टाइमिग को चेक करे, ताकि सरकार को इस वक्त इस कारण जो करोड़ों रूपयों का नास हो रहा है, वह बच सके।

जैसा कि कई प्रान्स्बल मेम्बरों ने ध्यान दिलाया है, प्राज के जमाने में और मौजूदा मोसायटी में रेलवे प्राफिबल को मैलन प्रोवाइड करना मुनासिब नहीं है। जब हमारे मिनिस्टर साहबान फस्ट क्लास में कूपे रिजर्व कर के ट्रेवल करते हैं, तो फिर रेलवे बोर्ड के सदस्यों और दूसरे हाई आफिशन्स के लिए इस बजट में मैलनो का प्राविजन क्यों किया गया है? जैसा कि मैं ने कहा है, मौजूदा मोसायटी में यह चीज फिट इन नहीं करनी है। मे निवेदन करना चाहता हूँ कि मंत्री महोदय इस तरह ध्यान दे कर इस सिस्टम में जरूर कोई तरमीम करे वना माननीय सदस्यो और पब्लिक के एतगजात कायम रहेंगे और उनको प्राज नहीं। ना बल इस तरह तबज्जह देनी पड़ेगी।

इंडियन रेलवेज में गाड़ों और घड़ क्लास के ड्राइवर और स्टेशन मास्टर वगैरह दूसरे एम्पलाईज के पे-स्केल्स और प्रसाउन्स में जो डिस्पैरिटी है, उस के मुताबिक मैं ने एक कट-मोशन दी है। इस बारे में गाड़ों की तरफ से कई सालों से रिप्रिजेंटेशन दिये जाते रहे हैं, लेकिन उन की डिमांड की तरफ कंटे तबज्जह नहीं दी गई है। मेरा निवेदन है कि उन के पे-स्केल्स और एलाउंसिज उन की केटगरी के दूसरे एम्पलाईज के मुताबिक फिक्स किये जायें।

बुकिंग क्लास, गुड्र क्लास और पारसल क्लास का भी वही हाल है और उन का कोई पुरसा-हाल नहीं है, हालांकि

[श्री भूषरा लाल]

दूसरों के मुद्दाबले में उन पर काम का स्ट्रेन ज्यादा पड़ता है। उन के पे-स्केल और एनाउंसिज भी कम है। मैं निवेदन करना चाहता हूँ कि इन लोगों के पे-स्केल और एनाउंसिज को रिवाइज किया जाये इस वकत उन को नान-एमेंशल स्टाफ डिक्लेयर कर रखा है। मैं चाहता हूँ कि एमेंशल स्टाफ में शामिल किया जाये।

अब मैं मंत्री महोदय का ध्यान बरेली जंक्शन की तरफ दिलाना चाहता हूँ। इस वकत वहाँ पर सिर्फ एक घोवर-ब्रिज है। जब वहाँ पर चार पांच गाड़ियाँ घा जाती है, तो पब्लिक को बहुत परेशानी होती है और लोगों को निकलना मुश्किल हो जाता है। भीड़ में बड़ी घबराहट-बकका होती है इस वजह से कई बार स्ट्रो-बम्बों को चोटें घा जाता है। इस लिए वहाँ पर एक घोवर-ब्रिज बनाने की सरलत ज़रूरत है।

इप के अलावा वहाँ पर मौजूदा घोवर-ब्रिज को हालत यह है कि कहीं पर तरबता टूटा हुआ है और कहीं पर गड़डा हो गया है, जिस से लोग मजबूर हो जाते हैं। उस घोवर ब्रिज की रिपयर कराई जाए और एक दूसरे घोवर-ब्रिज का प्रबन्ध किया जाये।

Mr. Deputy-Speaker: The hon. Member may continue his speech tomorrow.

According to the intimation received from members, the following cut motions are desired to be moved to the Demands for Grants in respect of Railway Budget for 1967-68. They may please move the cut motions, subject to their being otherwise admissible.

Shri Yashpal Singh (Dehra Dun): I beg to move:

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

[Failure to check the increase in rail accidents. (1)].

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

[Rise in rail fares, freights and platform tickets. (2)].

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

[Failure to improve the working of Railway Board. (3)].

Shri A. B. Vajpayee: I beg to move:

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

[Increase in fares and freights. (4)].

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

[Non-representation of railway employees on the Railway Board (5)].

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

[Denial of negotiating facility to the Station Masters and Assistant Station Masters. (6)].

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

[Recognition of category-wise Trade Unions. (7)].

Shri Shri Chand Goyal (Chandigarh): I beg to move:

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

[Introduction of automation and mechanisation in Railways. (8)].

Shri Balidhar Behera (Jajpur): I beg to move:

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

[Failure to appoint a Commission to study the diversification of resources on account of Railway Revenue to the under-developed States. (9)].

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

[Failure to stop large scale retrenchment of the low paid employees in the S.E. Railway and in all other Railways on account of dieselisation and to effect economy. (10)].

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

[Failure to check corruption and effect economy in the administration of the Railways. (11)].

Shri K. M. Madhukar (Kesaria): I beg to move:

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

[Failure to check corruption in railway department. (12).]

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

[Failure to convert narrow gauge lines into broad gauge. (13)].

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

[Increase in the railway fare. (14)].

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

[Failure to check unnecessary expenditure in Railway Board. (15)].

Shri Vasudevan Nair (Peermade): I beg to move:

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

[Increase of fare and freight rates. (17)].

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

[Dismissal of railway employees under the special powers. (18)].

Shri Yashpal Singh: I beg to move:

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

[Desirability of having a tonga-shed at Roorkee Railway Station. (19)].

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

[Desirability of having an over-bridge at Roorkee-Delhi Road. (20)].

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

[Desirability of building retiring rooms at Roorkee Station. (21)].

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

[Desirability of reducing the salaries of members of the Railway Board. (22)].

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

[Need to provide drinking water in railway compartments. (23)].

Shri A. B. Vajpayee: I beg to move:

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

[Failure to redress the long standing grievances of Station Masters and Assistant Station Masters. (25)].

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

[Shri A. B. Vajpayee.]

[Failure to grant night duty allowance to Station Masters and Assistant Station Masters irrespective of the fact that a particular number of trains pass during their duty hours. (26)].

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

[Failure to provide rent-free quarters to Station Masters and Assistant Station Masters. (27)].

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

[Failure to provide adequate medical facilities to Station Masters and Assistant Station Masters. (28)].

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

[Victimisation of staff for participating in the "Work to Rule" campaign against the assurances given to the All India Station Masters and Assistant Station Masters Association. (29)].

Shri Y. S. Kushwah: I beg to move:

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

[Need to improve the condition of the narrow gauge railway line of the Central Railway. (30)].

Shri Ramavatar Shastri (Patna): I beg to move:

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

[Lack of amenities to the III class passengers. (37)].

Shri Balbhar Behera: I beg to move:

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

[Need to stop all Express trains in the Batri Railway station of S.E. Railway. (38)].

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

[Need to provide Booking office in the Kendrapara town of the Cuttack district. (39)].

Dr. Ranen Sen: I beg to move:

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

[Need to construct double line in the Bongaon Section of the Eastern Railway. (40)].

Shri A. B. Vajpayee: I beg to move:

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

[Need to avoid unnecessary expenditure by Railway Board. (41)].

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

[Need to bring at par the excess fare charged between Fatehpur-Churni and Udaipur-Himat Nagar. (42)].

Shri Bal Raj Madhok (South Delhi): I beg to move:

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

[Discriminatory treatment to the employees of Railway Board when they want to move to other Ministries. (113)].

Shri Vasudevan Nair: I beg to move:

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

[Need to construct new railway lines in Kerala. (119)].

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

[Need to convert the metre gauge to broad gauge from Ernakulam to Trivandrum. (120)].

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

[Need to construct the coastal railway line from Cochin to Kayankulam. (121)].

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

[Need to construct the Tellicherry-Mysore Railway line. (122)].

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

[Need to remodel some of the major railway stations in Kerala. (123)].

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

[Need to introduce diesel engines to the Express trains from Madras to Kerala. (124)].

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

[Need to have a through train from Bombay to Cochin. (125)].

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

[Need to run a through coach from Howrah to Cochin. (126)].

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

[Need to provide sufficient number of wagons to carry coal and packing cases, tiles and food articles in Orakhoor Division. (127)].

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

[Need to double the line from Cochin to Coimbatore. (128)].

Shri Shinkre (Panjim): I beg to move:

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

[Need for survey of a new railway line from Gunji to Sawantwadi through Goa. (132)].

Shri Shri Chand Goyal: I beg to move:

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

[Need to improve Chandigarh railway station by constructing a waiting hall and lavatories. (137)].

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

[Need to improve the railway stations of Amritsar, Jullundur, Rohtak and Dhuri. (138)].

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

[Need for construction of railway bridges over Patel Nagar crossing, New Rohtak Road Double Phatak in Delhi. (139)].

Shri Ramavtar Shastri: I beg to move:

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

[Need for constructing a new line from Raiganj to Bihta. (140)].

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

[Need for construction of new line from Jahanabad to Bihar. (141)].

Shri A. B. Vajpayee: I beg to move:

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

[Need for detailed survey of line from Kotah to Chittor (142)]

Shri K. M. Madhukar: I beg to move:

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

[Need for a survey to construct a new line from Maheshi to Sitamarhi on North-Eastern Railway (149)]

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

[Need for a survey to construct a new line from Hajipur upto Valmiki-nagar (via Lalganj), Sahabganj Kesri and Govindganj) on North-Eastern Railway. (150)]

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

[Need for a survey to construct a new line from Muzaffarpur to Sitamarhi on North-Eastern Railway (151)].

Shri Balidhar Behera: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to give preference to the scheduled castes of Orissa in employment to class III and IV categories of Railway jobs in the S. E. Railway (156)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to lease out railway lands for the purpose of cultivation to the scheduled castes as a matter of preference (157)]

Shri Brij Shashan Lal: I beg to move

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

[Need to remove the disparity in pay and allowances of the Guards of the Indian Railways and other employees in Class III category (158)].

Shri Balidhar Behera: I beg to move

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

[Need to provide one seat to one passenger in III class compartment (162)]

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

[Need to check the rise in railway fare in III class (163)]

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

[Need to provide drinking water facilities at small stations all over India. (164)]

Shri K. M. Abraham (Kottayam): I beg to move

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

[Need for allotting wagon facilities to transport pausing cases (chests) from Kottayam and Ettumanur. (165)]

Shri E. K. Nayanar (Palghat): I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to give adequate wagon facilities to coil manufacturers in Cochin and Alleppy. (173)]

Shri A. B. Vajpayee: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100"

[Need for provision of a conductor for I Class in 19 Up and 20 Down Trains (179)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100"

[Need for provision of a conductor in Frontier Mail from Bombay to Delhi (180)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100"

[Need for provision of sleeping berth for the staff in Janta Express and Dehra Dun Express (181)]

Shri K. M. Madhukar: I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100"

[Need for providing a station between Motipur and Kanti in North-Eastern Railway (183)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100"

[Need to broaden the level crossing near Gulzarbagh station in Eastern Railway (184)]

Shri S. Kunda (Balasore): I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to improve the sanitation, lighting, platform, shed and waiting hall condition of Dhenkanal, Hari-daspur, Kendrapada Road, Balasore, Rupsa, Basta, Jaleshwar, Jagger Road, Amarda Road railway stations of the S.E. Railway (185)]

Shri A. B. Vajpayee: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

[Need to increase pay and allowances of the staff (191)]

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

[Need to provide accommodation to staff (192)]

Shri K. M. Madhukar: I beg to move

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100"

[Failure in checking railway accidents and providing inadequate assistance to the victims of accidents. (199)]

Shri Bal Raj Madhok: I beg to move

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100"

[Need to improve departmental catering on the Government Railways. (200)]

Shri Yashpal Singh: I beg to move:

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

[Desirability of opening Ayurvedic dispensaries for the Railway staff. (203)]

[Shri Yashpal Singh]

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

[Need to improve the working of educational institutions and holiday homes for the railway staff (203)]

Shri Ramavatar Shastri: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need for staff welfare facilities such as medicine, education and canteens for the staff (208)]

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Lack of welfare facilities to the staff of D.W. Varanasi and Loco Workshop. (209)]

Shri K. M. Madhukar: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Failure to provide medical and educational facilities to the staff. (210.)]

Shri Yashpal Singh: I beg to move:

"That the demand under the head Dividend to General Revenues be reduced to Re. 1."

[Need to reduce the dividend payable to General Revenues (212.)]

Shri K. M. Madhukar: I beg to move:

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100"

[Failure to pay proper attention to the staff welfare. (214)]

Shri Yashpal Singh: I beg to move:

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

[Need to take over the Shashtra-Saharanpur Light Railway. (215).]

Shri Balidhar Behera: I beg to move:

"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 connecting Barsuan and Talcher in Orissa in S.E. Railway line. (216)]

Shri E. K. Nayanar: I beg to move:

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

[Need to consider the proposal of Alleppy-Kayankulam Railway line. (217)]

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

[Need to construct a new line joining Tellichery and Mysore. (218.)]

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

[Failure to fully operate Crio-sorting plant in Olavakkot in Kerala. (219)]

Shri K. P. Singh Deo (Dhenkanal): I beg to move:

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

[Urgency of the construction of a new railway link from Talcher to Bhubaneswar in Orissa. (220).]

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

[Urgency of the construction of a new railway line connecting Ambaguda to Lanjigarh Road (D.B.K Railway). (221)]

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

[Urgency of the construction of a new railway line from Cuttack to Pradeep Port in Orissa. (222)]

Shri Dhireswar Kalita (Gauhati): I beg to move:

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

[Need for extension of broad gauge Railway line from Jogighopa to Tinsukia in N. F. Railway. (223)]

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

[Need for construction of an alternative rail road from Gauhati to Tinsukia in N. F. Railway. (224)]

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

[Need for construction of a railway bridge over the river Brahmaputra to link Jogighopa and Pancharatna and extension of the broad gauge line. (225)]

Shri Balidhar Behera: I beg to move:

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

[Failure to construct a new railway line connecting Kendrapara Road

railway station with Kendrapara town in the district of Cuttack. (226)]

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

[Failure to construct a new railway line connecting Daitari mines with Paradeep Port. (227)]

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

[Failure to construct a new railway line connecting Khurda Railway station passing through district of Phulbani connecting Bolangir railway station. (228).]

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

[Need to re-construct the narrow gauge Rupsa-Baripuda railway line to broad gauge and connecting it to the broad gauge line from Tata to Raurengpur railway station in the S E Railway. (229)]

Shri Y. S. Kushwah (Bhind): I beg to move

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

[Need to convert the narrow gauge railway lines into broad gauge or metre gauge lines of the Central Railway (230)]

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

[Need to connect the important security area from Bhind to Etawah the railway line (231).]

Shri A. Dipa (Phulbani): I beg to move:

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

[Need for a railway connection in Orissa from Khurda Road to Balangir via Daspalla Purunakatar, Baghipara and Tarava. (235)]

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

[Need for a rail link in Orissa between Talchu and Berhampur via Angul, Bonda, Athmallik, Puleshwar, Mahanadi River, Purunakatak, Banigokha and Charapad. (236)]

Shri Shri Chand Goyal: I beg to move:

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

[Need for a new railway line between Ludhiana and Jagadhri for bringing Chandigarh on the main line. (242)]

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

[Delay in construction of ring railway line in Delhi. (243)].

Shri A. B. Vajpayee: I beg to move:

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

[Need for construction of a new line from Kotah to Chittor. (244)].

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

[Need for construction of a new line from Bala to Shahbad. (245)].

"That the demand under the head Construction of new lines—

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

[Need for construction of a new line from Kotah to Ajmer. (246)]

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

[Need for construction of a new line from Kotah to Bundi-Deoli-Tonk to Niwai. (247)].

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

[Need for construction of a new line from Sawai Madhopur to Sheopura. (248)].

Shri K. M. Madhukar: I beg to move:

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

[Need for construction of broad gauge line from Samastipur Junction to Narkatiaganj. (250)].

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

[Need for the construction of narrow gauge line from Hajipur to Bhainsalotan via Lalganj-Sahibganj-Gobindganj. (251)]

Shri K. M. Abraham: I beg to move:

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

[Need for a new railway line from Kottayam to Madhurai via Ponkunnam and Kumdi. (265)].

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

[Need to convert the Ernakulam Trivandrum via Kottayam Quilon metre gauge to broad gauge. (266)].

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

[Need for a new railway line from Ernakulam to Quilon via Alleppey. (267)].

Shri K. P. Singh Deo: I beg to move:

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

[Need to provide passengers and other Railway users' amenities at Garh Dhenkanal station of S.E. Rly. (273)].

Shri Shinkre: I beg to move:

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

[Need for renovation of existing railway stations at Curchorem and Wasco Da Gama. (274)].

Dr Ramesh Sen: I beg to move:

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

[Need to increase the number of trains in Bangaon section of Eastern Railway. (275)].

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

[Need to increase the number of trains in Ranaghat-Bangaon line, E. Railway. (276)].

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

[Need for electrification of Barasat-Hasanabad line. (277)].

"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 foot overbridge connecting Bangaon Town of E. Railway with the village of Dacca-pura, Nayagopalgunje situated on the South side of Bangaon station. (278)].

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

[Need for constructing a level crossing connecting two ends of Nirginshah Road, South Kazipara where the road meets the Barasat-Hasanabad line. (279)].

"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 Halt station between North and South Kazipara, Barasat in the Barasat-Hasanabad line. (280)].

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

[Need to construct railway gate at K.M. 63 (Post No. 63/12) near Thakurnagar station in Bangaon section of E. Railway on the road coming from Thakurnagar main road towards Noadagram, Digha, Singjol and other villages. (281)].

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

[Need to open three halt stations— one at Kantra between Harua Road and Malatipur, second at Dhabla between Champapukur and Basirhat Stations of Barasat-Hasanabad

Use of E. Railway and third between North and South Karipara in Barasat. (282).

Shri S. Kundu: I beg to move:

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

[*Need to provide upper class waiting room at the Jaleshwar Railway station of S.E. Railway. (283).*]

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

[*Need to improve the condition of existing III class waiting hall at the Jaleshwar Railway Station. (284).*]

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

[*Need to improve the condition of waiting rooms Ist, IInd and IIIrd class at the Jaspur Railway Station. (285)*]

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

[*Need to provide stoppage of de-luxe trains at Jaspur Railway Station (286).*]

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

[*Failure to improve the condition of I, II and III class waiting rooms at Howrah railway station. (287)*]

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

[*Failure to correct the two over bridges into one at Balasore railway station in the S.E. Railway. (288).*]

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

[*Failure to improve the condition of existing waiting rooms at Balasore and Cuttack railway stations of the S.E. Railway. (289).*]

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

[*Failure to improve the condition of canteen and catering service at Balasore railway station (290).*]

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

[*Failure to improve the timings of the narrow gauge train on Rupsa-Bari-pada line. (291).*]

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

[*Failure to construct over-bridge or under-bridge at the railway crossing of the Cuttack-Bhubaneswar Road near the signal cabin to the southern side of Cuttack Railway station of the S E Railway. (292)*]

Shri Sequeira (Goa, Daman and Diu): I beg to move:

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

[*Utility of Railway Board. (293).*]

Shri Nambiar (Tiruchirappalli): I beg to move

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

[*Need to grant night duty allowances to all employees irrespective of 'continuous' or 'intermittent' duty. (305).*]

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

[Need to guarantee pay-protection in cases of vision defect caused by continuous night duties to all operating staff. (306)].

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

[Need to provide alternative employment to all employees rendered surplus in Loco Sheds due to dieselisation. (307)].

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

[Need to construct more quarters for operating staff such as S.M.s., A.S.M.s., Drivers, Firemen, Cabinmen, Shuntmen, Gangmen. (308)].

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

[Implementation of promotion channel of Class IV employees to Class III after five years of service and passing the minimum required test. (309)]

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

[Need to open a new line between Tellicherry and Mysore on the Southern Railway (310)].

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

[Decasualisation of casual labour and guarantee of employment after 1 year of service on strict seniority basis. (311)].

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

[Need to include dearness pay of railwaymen retired between the period 1-4-1967 and 1-10-1969 for calculation of pension. (312)].

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

[Need to grant house rent allowance to staff provided with single room hostel accommodation. (321)].

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

[Need to introduce a through carriage by No. 33 Erode Express from Trichinopoly Junction to Cochin and back on the Southern Railway. (322)].

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

[Need to enquire into the information received about organised theft from wagons marshalled at the Gooty Yard on S.E. Railway. (323)].

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

[Need to provide a daily Express Train from Bombay-Cochin direct via Arkonam. (324)].

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

[Need for revision of timings of the West Coast Express to enable Bombay-Mangalore Coach to be attached with it. (325)].

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

[Need to recognize the "Chittaranjan Locomotive Works Labour Union. (331)].

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

[Need to recognize the Dakshin Railway Employees' Union. (332)].

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

[Serious consequences of increasing fares and freights and the alternative means of improving the earn-

ings by proper and efficient management and full utilisation of the railway system. (333)].

Shri Mangalathumadom (Mavelikara): I beg to move:

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

[Need to reduce administrative expenditure. (334)].

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

[Need to take prompt and effective administrative measures to prevent accidents. (335)].

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

[Ways and means to improve the top of railway administration. (336)].

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

[Need to conduct a survey for doubling Ernakulam-Trivandrum line (339)].

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

[Feasibility of converting the metre gauge line from Ernakulam to Trivandrum into a broad gauge line (340)].

Shri Sequeira: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to meet rise in wages from savings elsewhere. (343)].

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 10,00,000."

[Need for consolidation of Railway Service Commissions into one single Commission, with branches. (344)].

Shri Nambar: I beg to move:

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

[Need to grant all facilities such as leave, passes, PF. etc. to casual labour. (345)].

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

[Need to grant minimum wage of Rs. 4 a day to each casual labourer employed on Railways. (346)].

Shri C. K. Chakrapani (Ponnani): I to move:

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

[Need for stoppage of Express and Mail trains at Pattambi Railway Station on the Southern Railway. (347)].

Shri Nambar: I beg to move:

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

[Refusal of the South Central Railway Administration to transfer the optees from Hubli to the Southern Railway and the indifferent attitude by the Southern Railway in accommodating them. (350)].

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

[Failure of the Southern Railway Administration to reserve the vacancies arising from 2nd October, 1966 for absorbing the optees from

the Divisions handed over to the South Central Railway. (351)].

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

[Need to grant house rent allowance to husband or wife while both are employed and only one house is allotted to them. (352)].

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

[Need to reduce the charges for meals at the refreshment rooms and the dining cars to the level existed prior to 15th May, 1967. (354)]

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

[Need to end the system of "commission bearers" and "Commission vending" in railway refreshment rooms and platforms on the Southern Railway (355)]

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

[Need to revert to the working hours obtaining before Emergency in railway offices, workshops, loco sheds and depots. (356)].

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

[Need to review the working of the Personnel Branch in the Division (357)].

Shri Sequera: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced to Rs. 1."

[Failure to take measures for economy. (358)].

Shri Nambiar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to grant alternative employment to casual labour retrenched from the Works Branch at Tambaram on the Southern Railway. (359)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100"

[Need to grant alternative employment to casual labour retrenched from the Electrical Department at Golden Rock on the Southern Railway. (360)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to grant minimum wages Rs. 2 per day to the women casual labour employed on the Southern Railway. (361)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to give more wages to the bridge repairing workers of the South Eastern Railway. (362)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to bring all Railway Loco Sheds and Depots under the Factories Act. (363)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to allot adequate workmen for maintenance and repairs in Loco Sheds as per 1962 schedule per locomotive. (364)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Imposition of unreasonable medical test of 'B' for Loco Artisans and to continue the 'B' tests for all. (365)].

Shri B. S. Sharma (Banka): I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100"

[Misuse of the money in the construction of III class waiting hall and platform at Sagar Station in Madhya Pradesh. (366)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for construction of over-bridge at Sagar Railway Station. (367)].

Shri Kanwar Lal Gupta (Delhi Sadar): I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for construction of over-bridges in Delhi. (368)].

Shri Nambiar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure of the Incentive Scheme in the Central Workshop, Golden Rock and Perambur on S. Railway and

the serious hurdles caused in the construction of wagons. (370)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to fill up all vacancies of skilled category declared "surplus" due to introduction of Incentive Scheme in the Workshops at Golden Rock and Perambur on the Southern Railway. (371)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to promote basic tradesmen and Class IV workmen to higher category after a qualifying period of 3 years in all workshops and Loco Sheds. (372)].

Shri Mangalathumadam: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100."

[Need to improve maintenance so as to avoid accidents. (373)].

Shri Nambiar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need for restoration of the working hours of the Depot Stores Clerks of the Southern Railway to that of 36 hours week instead of the present increased 42½ hours week since October, 1966 (374)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to discuss serious situation prevailing in Southern Railway due to large-scale suspension of Firemen. It for having expressed inability to

work as Firemen I without granting their due promotion. (375)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Unsafe working on the Southern Railway by forcing loco running staff to work for 12 hours and even upto 24 hours continuously on the Engine-Foot-Plate. (376)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Delay in confirming Firemen of the Loco Department of the Southern Railway. (377)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to grant full overtime allowances to the artisans of Loco Sheds for work done beyond 8 hours. (378)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to implement the Sanker Saran Award in the case of artisans in Loco Sheds by granting due promotions to them. (379)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to treat all Loco Shed workmen as essential staff and grant them all facilities including uniform. (380)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Working hours of the staff of the dining cars of G. T. Express,

Southern Express, De-luxe trains. (381)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to grant a calendar day's rest to the staff of dining cars after 8 hours' shift duty. (382)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to grant warm clothing to the dining car staff regularly. (383)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to grant mill cloth or handloom cloth for uniform and to withdraw Khadi. (384)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to restrict working of Loco Running Staff to 8 hours. (385)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to prohibit working by Loco Running Staff beyond 12 hours on the Engine-footplate. (386)].

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Need to fix working hours of engine attendance of Loco Running Staff. (387)].

Shri Sequeira: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 25,00,000."

[Need to effect economy by control on purchases and disbursements and higher prices of disposals. (389)].

Shri Kanwar Lal Gupta: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Need to prevent large scale theft of Coal. (390)].

Shri Nambar: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Need to supply better quality of coal to locomotives. (391)].

"That the Demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Need to stop punishing Drivers due to excess consumption of coal in Engines. (392)].

Shri Sequeira: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 50,00,000."

[Need for economy by measures to reduce goods lost or damaged. (393)].

"That the Demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 23,00,000."

[Need for economy through inventory and purchase control under the heads 'Stationery' and 'clothing and Stores.' (394)].

Shri Kanwar Lal Gupta: I beg to move:

"That the Demand under the head Ordinary Working Expens-

es—Operation other than Staff and Fuel be reduced by Rs. 100."

[High cost of printing of railway tickets. (395)].

Shri Sequeira: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced to Re. 1."

[Departmental catering on the railways. (397)].

Shri Kanwar Lal Gupta: I beg to move:

"That the Demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

[Improper conduct of cases by th. advocates engaged by Railwa., (399)].

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need for providing amenities specially opening of schools for children of employees at Chandigarh Railway Station. (402)].

Shri Nambar: I beg to move:

"That the Demand under the head Ordinary Working Expenses Staff Welfare be reduced by Rs. 100."

[Need to repair railway quarters, roads, and other buildings in the Railway Colony of Golden Rock and Perambur on the Southern Railway. (405)].

"That the Demand under the head Ordinary Working Expenses Staff Welfare be reduced by Rs. 100."

[Need to provide electricity to all the "C" type and "B" type quarters in

the Railway Colony, Golden Rock on Southern Railway. (406)].

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to grant permission to railway employees to construct kutcha quarters in vacant premises. (407)].

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Eviction of railwaymen living in kutcha quarters in railway premises in Southern Railway. (408)].

"That the Demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to provide sufficient number of doctors, nurses and other staff in railway hospitals at Golden Rock, Perambur, Madurai and Olavakkot in Southern Railway. (409)].

"That the Demand under the head Appropriation to Depreciation Reserve Fund be reduced by Rs. 100."

[Appropriation to Depreciation Fund for overcapitalised assets. (412)].

"That the Demand under the head Dividend to General Revenues be reduced by Rs. 100."

[Need for calculation of dividend on the actual capital and not on the over-capitalised amount. (413)].

Shri Ram Singh Ayarwal (Sagar): I beg to move:

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for extension of railway line from Mander Hill station to Seintia

railway station of Eastern Railway. (416)].

Shri Kanwar Lal Gupta: I beg to move:

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Delay in construction of Ring Railway in Delhi. (418)].

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for construction of direct new line from Gajraula Junction to Chandausi in Uttar Pradesh. (419)].

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for construction of direct new Railway line from Delhi to Bulandshahr in Uttar Pradesh. (420)].

Shri Nambiar: I beg to move:

"That the Demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link Kanyakumari with Tinnevely and Trivandrum. (423)].

Shri Kanwar Lal Gupta: I beg to move:

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

[Need for construction of more quarters for class II and IV employees in the Capital. (426)].

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

[Shri Kanwar Lal Gupta]

[Need for providing the amenities in railway colonies in Delhi. (427)].

Shri Nambiar: I beg to move:

"That the Demand under the head Pensionary Charges-Pension Fund be reduced by Rs. 100."

[Need to arrange speedy payment of ex-gratia pension to all those who retired prior to 1-4-1957 (432)].

"That the Demand under the head Repayment of Loans from General Revenues and Interest Thereon-Development Fund be reduced by Rs 100 "

[Need to adjust the loan taken from General Revenue towards the Revenue Reserve Fund accumulation. (433)]

Shri Tenneti Vihwanatham (Visakhapatnam): I beg to move:

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

[Re-adjustment of Divisions in South Central Zone (434)].

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

[Abolition of the Railway Board (435)].

Shri George Fernandes: I beg to move

"That the Demand under the head Railway Board be reduced by Rs 25,00,000 "

[Need to reduce the number of Members, Directors, Joint Directors, Deputy Directors, Assistant Directors and Private Secretaries (436)]

"That the Demand under the head Railway Board be reduced by Rs 25,00 000 "

[Need to abolish special saloon travel facilities available to Railway officials (437)].

Shri P. N. Solanki: I beg to move:

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

[Need for extension of railway line from Savalva to Balasinor. (438)].

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

[Need for construction of a new railway line from Kapadwanj to Modasa (439)]

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

[Need to declare commercial clerks as essential staff (440)]

Shri George Fernandes: I beg to move:

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

[Failure to improve the efficiency of the Railways (451)].

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

[Failure to root out corruption on the Railways (452)]

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

[Failure to prevent accidents on the Railways (453)].

Shri Bheola Nath (Alwar): I beg to move:

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

[Need to provide over-bridge at Alwar city level crossing. (454)].

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

[Need to provide flag station at Kharn Bas after Kund station on Phulera-Rewari chord on Western Railway. (456)].

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

[Need to provide a level crossing near Mahewa village in Alwar district. (457)].

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

[Need for constructing a new broad gauge line connecting Bharatpur-Alwar (458)].

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

[Need for the broad gauge line connecting Delhi and Ahmedabad in place of existing metre gauge lines. (459)]

Shri George Fernandes: I beg to move

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 1,00,00,000"

[Need for reduction in the number of posts of Directors, Joint Directors, Deputy Directors, and Assistant Directors (466)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 1,00,00,000"

[Need for reduction in the expenditure on publicity (467)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 1,00,00,000"

[Need for reduction in 'Suspense' Account (468)]

Shri Kanwar Lal Gupta: I beg to move:

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

[Need to establish a railway station near Shakti Nagar-Subzi Mandi, Delhi. (469)].

Shri George Fernandes: I beg to move:

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

[Need for construction of the Konkan Railway from Bombay to Mangalore. (470)].

Shri Tenneti Viswanatham: I beg to move:

"That the demand under the head Payments to Worked Lines and Others be reduced to Re 1."

[Taking over of the lines in question. (472)]

Shri George Fernandes: I beg to move

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 23,15,000"

[Withdrawal of subsidy paid to privately owned Railway companies (473)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs 100"

[Need to effect economy in the working of the Branch lines. (474)]

Shri Kanwar Lal Gupta: I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100."

[Need to provide civic and other amenities in Railway colonies in Delhi particularly in Paharganj and Subzi Mandi, Delhi and to construct quarters for railway employers in the capital. (486)].

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Shri Kanwar Lal Gupta]

[Need to remove all jhuggies from railway land from Qutab Road to New Delhi Railway station and jhuggies near railway line from Shakti Nagar to Andha Mughal and to provide alternative accommodation. (487)].

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

[Need to construct Ring Railway in Delhi. (506)].

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

[Need to provide three over-head bridges from Shakti Nagar to Sarai Rohilla. (507)].

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

[Need to widen the bridge of Pull Bangesh, Sadar Bazar, Delhi. (508)].

Shri P. N. Solanki: I beg to move:

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

[Non-recognition of the All-India Commercial Clerks Association. (513)].

Shri S. D. Somasundaram (Thanjavur): I beg to move:

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

[Need to introduce an additional through carriage for III class passengers from Madras (Egmore) to Karaikkudi via Pattukkottai by the Rameshwaram Express. (514)].

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

[Need to grant minimum wages of Rs. 3 a day to the women casual labours and Rs. 4 a day to the men casual labours employed on the Southern Railway. (515)].

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

[Need for the construction of an over-bridge on the level crossing at Mambalam Railway station on the Southern Railway. (516)].

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

[Need to convert metre gauge line into broad gauge line from Madras to Tuticorin. (517)].

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

[Need to improve the amenities for III class passengers. (518)].

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

[Need to construct double line from Madras to Tiruchchirapalli. (519)].

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

[Failure to absorb the surplus staff of Golden Rock workshop on the Southern Railway. (520)].

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

[Need to take all the staff working in the Railway Dining Car on permanent basis with a regular pay scale and benefits. (521)].

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

[Need to put all attenders in First Class compartments on permanent basis with a regular pay scale and benefits. (522)].

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

[Need to fix retirement age at 55 for the railway employees and to withdraw the scheme of retirement at 25 years service. (523)].

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

[Need to provide sufficient number of quarters to the employees working at Golden Rock Workshop. (524)].

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

[Need to appoint gazetted officers as a punishing authority for the employees working in the Golden Rock Workshop. (525)].

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

[Need to fill 50 per cent of the third grade vacancies from the fourth grade employees of the Golden Rock Workshop on the Southern Railway. (526)].

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

[Need to promote II Grade employees in the Accounts Department, Madras, Tiruchirappalli and Golden Rock on the Southern Railway. (527)].

Shri Bhola Nath: I beg to move:

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

[Need to extend train No. 161 running between Rewari and Bandikui upto Jaipur. (528)].

Shri P. N. Solanki: I beg to move:

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

[Proportionate distribution of quarters between commercial and transportation staff. (529)].

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

[Need to remove the parity in pay scales and other facilities between commercial and the transportation staff. (530)].

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

[Question of the abolition of the posts of safety, movement personal, assistant labour welfare and flood organisation inspectors. (531)].

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

[Need to abolish the posts of Chief Reservation Inspectors and to keep this office under Chief Booking Clerk. (532)].

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

[Need to treat the commercial clerks as essential staff and to give them better emoluments in comparison to other categories of staff. (533)].

Shri S. D. Somasundaram: I beg to move:

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

[Need for survey for constructing a new line between Pattukkottai to Thanjavur on Southern Railway. (534)].

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

[Need for survey of a new line from Pattukkottai to Virudhachalam via Manargud and Kumbakonam on Southern Railway. (535)].

Shri K. P. Singh Deo: I beg to move:

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

[Shri K. P. Singh Deo]

[Need for survey for the doubling of the line between Talcher and Khurda Road Jn. in Orissa of the S.E. Railway. (536)].

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

[Feasibility-cum-cost studies of electrification of railway line from Talcher to Khurda Road Jn. of the S.E. Railway (537)]

Shri S. D. Somasundaram: I beg to move

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

[Need to revert to the original working hours as obtained before the Emergency in the Railway offices, workshops and Depots (538)]

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

[Need to take steps the pay cut system to the employees of Golden Rock Workshop for the late attendance due to the delay of the arrival of trains (539)]

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

[Need to provide full amount of compensation to all the employees who have met with accidents without any discrimination and to stop differentiation between the accidents as avoidable and unavoidable. (540)]

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

[Need to provide sufficient number of doctors nurses and other necessary

staff in the Railway Hospitals on Southern Railway. (541)].

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

[Failure to do annual repairs to the quarters in the Railway colony, Golden Rock and Tiruchhirapalli on Southern Railway (542)]

Shri K. P. Singh Deo: I beg to move

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

[Need for constructing retiring rooms at Talcher and Garh Dhenkanal and Nergundi stations of the S E Railway (543)]

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

[Feasibility of a Express Train from Kourkela to Puri via Kharagpur (544)]

Shri Jyotirmoy Basu (Diamond Harbour) I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re 1"

[Non-allocation of sufficient money for passenger amenities at stations proportionate to the income of those Stations. (545)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced to Re 1"

[Failure to cover several station Platforms (546)]

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

[Failure to provide a suitable over-bridge at Baruipur in the Southern section of the E. Railway. (547)].

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

[Failure to provide urinals and lavatories at Ballygunge and other stations in the Southern section of the E. Railway. (548)].

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

[Failure to provide full size EMU suburban trains and continuing to run 4 bogie EMU Trains in the Southern section of the E. Railway. (549)].

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

[Failure to set up a station between Diamond Harbour and Basuldanga stations. (550)].

Shri Sriraj Meghrajji (Surendranagar) I beg to move:

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

[Need for early completion of the Dhrangadhra-Jhund section of the Jhund-Kandla railway link (564)].

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

[Failure to implement the old agreements and sanction of the Morvi-Shapur-Susvav-Halvad railway link. (565)].

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

[Need for constructing the Jamnagar-Jodiya-Piplia-Shapur Susvav-Halvad railway link, giving to the Ports of Okha, Sika, Jodiya and Navlakhi direct access to the Gujarat hinterland. (566)].

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

[Failure to construct the level-crossing between Kuda and Nimaknagar. (567)].

Shri Bharat Singh Chauhan (Dhar): I beg to move:

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

[Need to construct a new line from Dahod to Khandwa. (568)].

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

[Need to construct a new line from Dahod to Indore. (569)].

18 hrs.

BUSINESS ADVISORY COMMITTEE

THIRD REPORT

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh):

I beg to present the Third Report of the Business Advisory Committee.

Mr. Deputy-Speaker: The House stands adjourned to meet again, at 11 A.M. tomorrow.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, June 21, 1967/Jyaistha 31, 1889 (Saka).