

[Shri Swaran Singh]

ter of External Affairs, Shri Chagla, also said that the intention is that the appellate authority constituted to hear appeals will also have a legal background and legal knowledge. So it is not going to be arbitrarily exercised.

For all these reasons, I submit that the Bill should be passed.

Mr. Deputy-Speaker: The question is:

“That the Bill be passed”.

The motion was adopted.

16.44 hrs.

*DEMANDS FOR GRANTS (RAILWAYS), 1967-68

Mr. Deputy-Speaker: We shall now take up discussion and voting on the demands for Grants in respect of the Budget (Railways) for 1967-68, for which 8 hours have been allotted. Hon. Members desirous of moving their cut motions may send their slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker; Motion moved:

“That a sum not exceeding Rs. 85,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of ‘Railway Board’.”

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

“That a sum not exceeding Rs. 3,06,26,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1968, in respect of ‘Miscellaneous Expenditure’.”

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

“That a sum not exceeding Rs. 24,96,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of ‘Payments to Worked Lines and others’.”

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

“That a sum not exceeding Rs. 44, 53,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of ‘Working Expenses—Administration’.”

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

“That a sum not exceeding Rs. 1,41,51,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of ‘Working Expenses—Repairs and Maintenance’.”

**DEMAND No. 6—WORKING EXPENSES—
OPERATING STAFF**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 91,48,16,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Operating Staff'."

**DEMAND No. 7—WORKING EXPENSES—
OPERATION (FUEL)**

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 88,45,09,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Operation (Fuel)'."

**DEMAND No. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND FUEL**

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 25,24,41,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND No. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 21,39,05,000 be granted to the President to complete the sum necessary to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND No. 10—WORKING EXPENSES—
STAFF WELFARE**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 15,37,76,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Staff Welfare'."

**DEMAND No. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION RE-
SERVE FUND**

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 71,99,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND No. 11—A WORKING EX-
PENSES—APPROPRIATION TO PENSION
FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 10,03,33,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND No. 12—DIVIDEND TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,35,55,86,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Dividend to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS (REVENUE)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 7,50,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14—CONSTRUCTION OF NEW LINES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 25,34,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Construction of New Lines'."

DEMAND No. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 3,57,79,39,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1968, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND No. 16—PENSIONARY CHARGES—PENSION FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 2,75,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND No. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES FUND AND INTEREST THEREON—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs 41,15,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND No. 18—APPROPRIATION TO DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 1,27,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Appropriation to Development Fund'."

**DEMAND No. 20—WITHDRAWAL FROM
REVENUE RESERVE FUND**

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,05,49,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1968, in respect of 'Withdrawal from Revenue Reserve Fund'."

The Demands are now before the House

Dr. Ramesh Sona (Barasat): Before speeches are made, it is the custom here that people who had tabled cut motions should be allowed to move them.

Mr. Deputy-Speaker: You can send slips indicating the number of the cut motions which you want to move and they will be treated as moved. I made that announcement just now.

Shri Chittiyababu: He wanted to leave today.

Shri Ranga (Srikakulam): There is plenty of time, Sir

Mr. Deputy-Speaker: He wants to leave today.

Shri Ranga: This should not be the rule but an exception.

Mr. Deputy-Speaker: There is no question of rules; it is recognised this is an exception. Let us look to the convenience of the Member.

The Minister of Railways (Shri C. M. Poonacha): We have also the Excess Demands for Grants. Can we not discuss them together to save time? If the House agrees, we can take them up together.

Mr. Deputy-Speaker: Eight hours are allotted. They are put down separately; let them be taken up separately. **Mr. Chittiyababu.**

Shri C. Chittiyababu (Chingleput): Sir, one of the reasons advanced by the Hon'ble Minister for the increase in the passenger fares and freight rates is the increasing cost of steel. Let us understand why the steel prices are going up. This, in my view, is due to the fact that the present steel plants are not producing enough so as to meet the needs of our country. If that is the position, I would again appeal to the Hon'ble Minister and through him to the Central Cabinet that it should immediately go ahead with starting the steel plant in Salem in our State of Madras. So many promises were made by the ex-Ministers from my State that the Salem Steel Plant would be started in the near future. But nothing has been done, and nobody seems to take any interest in this regard. Our leader Shri C. N. Annadurai the Chief Minister of Madras, in his first Budget, which is a novel budget to adopt by other States, has emphasised the necessity of having the Steel Plant at Salem. With vast natural resources round about, I can assure the Government that if they start a Steel Plant in Salem, it will be the most economical units in the public sector. There should be no delay in implementing the past promises.

Another important aspect I wish to mention is the necessity of taking immediate measures to expand the Tuticorin Harbour. If this Harbour is sufficiently expanded, I might tell the House that it will reduce the load on the Railways in the matter of Goods Transport. This issue is also hanging fire for a long time and steps should be taken immediately. The expansion of the Tuticorin harbour has a direct bearing on the economy of the Railways.

It is a well known fact that the people of Madras State are neglected in every walk of life. My people feel that there is no effective representation in the Central Cabinet from my State in the past and present also. In the past the Ministers from the State did not take interest in looking into

[Shri C. Chittybabu]

the grievances of the people. This neglect is on the increase since my party the Dravida Munnetra Kazagam has taken over the rule of the Madras State.

I propose to bring it, to the kind attention of the Hon'ble Speaker the Ministers and the Members of Parliament about the ineffectiveness of the Southern Railway in Madras State.

16.49 hrs.

[SHRI C. K. BHATTACHARYYA in the Chair]

There are over crowding in the trains. There are no seats in the carriages, no lights and the doors are not in good condition. The trains are always not running in time.

Sir, you know I am elected to this House from Chingleput Constituency of Madras State, which was for a long time one of the backward areas. Now this area is trying to assume importance as a business as well as an Industrial Centre because of its proximity to Madras City.

It is the Chingleput district which meets the important requirements of Madras City and other places by providing milk, vegetables Rice, cloth etc. But the pity is that there is no adequate trains from various important centres of this district to Madras City and other places. This district has only metre Gauge single line track. The members of Parliament will be surprised to know that a passenger train from Arakonam to Chingleput via Kancheepuram takes 5 hours to cover 35 miles. This is the efficiency of the Southern Railway. The business people of this area are put to a lot of difficulty because of the inefficiency and the non-availability of quick railway transport. The Railway authorities are also fully aware that the private lorry and bus transport owners make a huge profit from this district.

The Government of India is setting up an Atomic Energy Plant at Kal-

pakkam which is also situated in Chingleput District. There is no Train Line facility to this place from various centres of this district.

For the development of railway transport in Chingleput district, various surveys have been conducted during the Congress regime and after the recent general election it appears most of them have been given up by the Railway authorities because my party the Dravida Munnetra Kazagam has taken over the administration of Madras State.

I quote certain examples for the kind attention of the House:—

A survey was conducted about the laying of railway line between Kancheepuram and Vellore before 1957. I also came to know that all the materials for laying railway track was brought to the site at certain places before the general election of 1962. But to my surprise after the election that work had not been undertaken. May I ask the Hon'ble Railway Minister about the position of this survey and I want to know whether this work will be carried out or stands cancelled. If it stands cancelled, may I know the reason?

There was a proposal about the laying of railway track connecting Chingleput-Uttramerur-Chinna Salem. A survey was conducted by establishing a big office at Uttramerur by the Railway authorities. Now this also appears to have been given up by the Railway authorities. I request the Hon'ble Railway Minister to furnish the details of this survey and the necessary steps taken by the Railway authorities for the implementation of this scheme.

There was another survey conducted by the Railway authorities for laying Broad Gauge track between Arakonam and Tiruchirapalli via Kancheepuram. I request the Hon'ble Railway Minister for the details of this survey and the progress of its

implementation. I want to know whether this work will be carried out or stands cancelled and if stands cancelled, may I know the reason.

I give below certain recommendations and suggestions, which I am sure, the Hon'ble Railway Minister will give due consideration and try to implement them as early as possible.

These suggestions and recommendations would not only benefit the people of Madras State but also it will increase the revenue of the railway.

The Railway authorities recent scheme of changing old railway gates into up-lifting railway gates appears to be fanciful, costly and physically weak as compared to old ones. I request the Hon'ble Railway Minister to keep this scheme in abeyance and use these resources for the construction of railway tracks in Madras State.

The existing Chingleput Railway Station is very small in area and has a few platforms. As you know it is a district headquarters as well as a business centre. It is also a junction. The present railway station is unable to meet the increased passenger and goods traffic. This station is all the time crowded with people and goods.

I request the Hon'ble Railway Minister for re-modelling and expansion of this railway junction.

Most of the railway platforms in Madras State are small as compared to the length of the trains. The platforms are also not having sufficient height. Many railway stations are without shelter and I request the Railway Minister to have a trip to Madras Egmore then to Chingleput I am sure, he will come to know how the southern people are deprived of all the facilities which are offered in North India.

During the last 15 years the area between Chingleput and Tambaram

has been occupied by various industries. There is a great pressure in passenger and goods traffic. As stated by me earlier, these places were having only metric gauge single line track. I request the Hon'ble Railway Minister to put double-line track between Tambaram and Chingleput.

As you know that Madras City and Tambaram were having more population and are struggling to meet the requirements of the people. There is also a proposal to make Madras City as a Metropolitan City. In these circumstances it is unfair to maintain the Electric Railway Shed at Tambaram. I request the Hon'ble Railway Minister to shift the Electric Trains shed from Tambaram to Chingleput to avoid conjunction.

As you know the famous tourist centres such as Mahabalipuram, Tirukhazukundram, Tiruporur, Kancheepuram are in Chingleput District. These places are situated with a gap of 15 to 20 miles. It will be a great help to the tourist as well as the people of these places, if these places are connected by means of a circular railway. I am confident this scheme will greatly increase the revenue of the railway.

I hope the Hon'ble Railway Minister will make a careful study of this proposal and try to implement this scheme at an early date.

While I was in Chingleput District I personally saw how the railway employees are faced with various problems. I quote certain instances which requires the immediate attention of the Hon'ble Railway Minister.

At Tambaram there are more than 500 railway quarters for their employees. These employees are not having adequate medical facilities near their quarters. It is all the time impossible to expect the employees to go to the railway hospital which is far off from their quarters. Moreover, it is all the time crowded. I request the hon. Railway Minister to provide medical facilities to them near their houses.

[Shri C. Chittybabu]

For marketing, shopping and going to school, the railway employees, their wives and children every day have to cross eight to twelve railway lines. There is no over-bridge near to their quarters. Because of the non-availability of the over-bridge they have to walk about three miles from their quarters without crossing the Railway lines. Due to frequent plying of electric and other trains in these areas several accidents are happening every year. It appears the employees living in these quarters had made several representations to the Southern Railway authorities and they have yet to decide about the over-bridge. I request the hon. Railway Minister at least to arrange for immediate construction of wooden over-bridge for these railway employees.

A large number of khalasis in Southern Railway who have put in ten to twelve years of service are not made permanent as yet. It is the practice of the railway authorities to make them permanent after the completion of five years' service. They also made several representations to the railway authorities and no steps have been taken by them to make these khalasis permanent. May I ask the hon. Railway Minister whether he has any knowledge about their grievances? If not, I request him to pass immediate orders to make them permanent.

Shri Senavane (Pandharpur): Sir, the hon. Member is reading his speech.

श्री चट्टीबाबू (दक्षिण बम्बई) :

प्रधान मंत्री जैसे वह भी पढ़ रहे हैं।

श्री मधु लिखारे (मुंबई) : प्राय तामिल

में बोलने नहीं देते हैं इनको। इस बास्ते इनको अंग्रेजी में बोलना पड़ रहा है। तामिल में यह जरूर बोलते अगर प्राय इजाजत दे दें, और प्राय लोगों से बढ़िया।

Mr. Chairman: Order, order. Let the hon. Member continue.

Shri C. Chittybabu: For the typists in the Southern Railway and Grade II clerks in the Accounts Department, the Railway authorities have not done anything. Those who have put in more than 15 to 25 years of loyal service to the railway still remain in that cadre and they do not get their increments in their salary because they have completed their grades or reached the maximum in their grades. It is a pity that the railway authorities who recruit thousands of persons for supervisory posts could not absorb some of these typists and grade II clerks in the Accounts Department. If that is not possible, cannot the railway authorities give them special increments.

Seniormost departmental promotees having long years of satisfactory service are being reverted to lower grades just to protect the juniormost directly recruited candidates in the Southern Railway. This is anomalous. I request the hon. Railway Minister to look into this matter and do justice to the seniormost departmental promotees.

I, therefore, request the hon. Railway Minister to go through the grievances of the railway typists and grade II clerks in the Accounts Department and do the needful immediately.

In the end, I would like to bring to the kind attention of the House as well as the hon. Railway Minister the difficulties met by me in trying to contact the senior railway officials of the Southern Railway. I wrote several letters on several subjects to the General Manager and the Chief Operating Superintendent. I frankly admit in this House that it is easy to meet a Minister and to get a quick reply from him but it is really difficult to meet the high-ranking officials of the railways. My letters were followed by reminders but I regret to mention that none of these letters has been acknowledged. Finding no reply, I tried several times to meet the

General Manager as well as the Chief Operating Superintendent of the Southern Railway. All the time I was informed that either they were out of station or they were busy. Sir, it is my earnest belief that an official who refuses to give interview to the representatives of the public—Members of Parliament or Members of Legislative Assemblies—cannot serve the common man effectively in that area. I request the hon. Minister to make a note of my charges and punish those concerned after due inquiry.

17 hrs.

The General Manager, Southern Railway has in an article "Southern Railways Decade of Progress" published on the eve of Railway Week celebrations has, *inter alia*, the following to say:—

"The Southern Railway has been handling an ever-growing volume of traffic on the electrified suburban section from Madras Beach to Tambaram. Sixty three million passengers were carried in 1965-66 compared to only 33 millions in 1956-57. The AC EMU service has commenced from January 15, 1967 with 22 four-coach units manufactured by the Integral Coach Factory with 300 seats in each unit against 198 in the old unit. When the full fleet of 49 units begins to run, substantial relief will be available, as not only frequency can be increased but trains with three units can also be run. The work of extending the platforms to hold three unit trains at the suburban station has been approved and will be taken up shortly."

In keeping with our present Government's policy of promising heaven in the future and ensuring hell in the meanwhile, he assures us of three-unit long trains and that too, at shorter intervals than now—all in the grand distant future.

Mr. Chairman: He should conclude now. His time is up.

863 (A) LSD—9.

Shri C. Chittibabu: I will conclude by saying that the people of my area feel that they have been neglected all the time. My people want that they should have double line track between Tambaram and Chingleput, which is about 16 kilometres in distance. They are greatly agitated and threaten to resort to agitation. They tell me that they will have a big demonstration to show their agitation towards railways by pulling alarm chains. I have asked them to remain quiet till I voice their genuine grievances before the House. For the last twenty years have they provided a mile length to make double track? No. Why? This is the question of our people. After the British regime, there is no such idea by our beloved rulers to improve the Egmore line towards the South.

I, therefore, request the hon. Railway Minister to take necessary steps to provide double line track between Tambaram and Chingleput to satisfy the real demand of the people. If this is not done, I will be left with no other alternative except to join in their agitation.

17.03 hrs.

REPORTED CHINESE PROPOSAL TO SEND AN AIRCRAFT TO EVALUATE THEIR DIPLOMATIC PERSONNEL

श्री मधु लिवये : (मुंबैर) : समापति महोदय, मैं आप से एक जानकारी चाहता हूँ। बताया जाता है कि चीन ने भारत को सूचित किया है कि वे यह "निर्णय" ले चुके हैं कि वे कल यहाँ पर एक हवाई जहाज भेजेंगे—जैसे यह भूमि उन के बाप की है। वे निर्णय लेने वाले कौन हैं? उन्होंने हवाई जहाज के घाने की तारीख और समय की केवल सूचना दी है और इस के लिये इजाजत तक नहीं मांगी है मुझे अभी पता चला है कि भारत के द्वारा इस बारे में नीतियों को एक विरोध पत्र भेजा गया है। मेरे पास यह नोट है। आप इस को पढ़ लीजिये।