

DEMAND NO. 104—Rajya Sabha.

"That a sum not exceeding Rs. 22,90,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Rajya Sabha'."

DEMAND NO. 105—Department of Parliamentary Affairs.

"That a sum not exceeding Rs. 2,79,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Parliamentary Affairs'."

DEMAND NO. 106—Secretariat of the Vice-President.

"That a sum not exceeding Rs. 74,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Secretariat of the Vice-President'."

16.44 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1974-75.

MR. DEPUTY-SPEAKER : The House will now take up the discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1974-75 for which seven hours have been allotted.

DEMAND NO. 1—Railway Board

MR. DEPUTY SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,99,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will

come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Railway Board'."

DEMAND NO. 2—Miscellaneous Expenditure

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 9,61,45,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 16,38,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Payments to Worked Lines Others'."

DEMAND NO. 4—Working Expenses—Administration.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 121,89,65,000 be granted to the President out of Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Administration'."

*Moved with the recommendation of the President.

DEMAND NO. 5—Working Expenses—Repairs and Maintenance.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 459,37,34,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 264,91,78,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 220,39,24,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 64,66,31,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will

come in course of payment during the year ending the 31st day of March, 1957, 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. 42,67,30,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 42,89,19,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Staff Welfare' "

DEMAND NO 11—Working Expenses—Appropriation to Depreciation Reserve Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 115,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund.'"

DEMAND NO. 11 A—Working Expenses—Appropriation to Pension Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 16,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND NO. 12—Dividend to General Revenues and Contributions for Grants to States in lieu of Passenger Fare Tax.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 181,66,68,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Dividend to General Revenues and Contributions for Grants to States in lieu of Passenger Fare Tax'."

DEMAND NO. 13—Open Line Works (Revenue).

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 7,50,27,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—Construction of New Lines—Capital and Depreciation Reserve Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 54,28,15,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the

year ending the 31st day of March, 1975 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

DEMAND NO. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 835,54,72,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, 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. 14,53,83,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 17—Repayment of loans from General Revenues and interest thereon—Development Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 6,03,66,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO. 20—Payments towards Amortisation of over Capitalisation, Repayment of Loans from General Revenues

and interest thereon—Revenue Reserve Fund.

The Demands are now before the House.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 38,72,47,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Payments towards Amortisation of over capitalisation, 'Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

DEMAND NO. 21—Appropriation to Accident Compensation, Safety and Passenger Amenities Fund.

MR. DEPUTY-SPEAKER Motion Moved :

"That a sum not exceeding Rs. 8,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

DEMAND NO. 22—Accident Compensation, Safety and Passenger Amenities Fund

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 2,63,60,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Accident Compensation, Safety and Passenger Amenities Fund'."

A large number of cut motions were given notice of by the Members. Hon. Members who are present and who desire to move their cut motions may please do so.

SHRI RAMAVATAR SHASTRI (Patna): I beg to move :

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

[Failure to check corruption rampant in Railways (1)]

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

[Failure to abolish the Railway Board. (2)]

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

[Need to set up an autonomous Corporation in place of Railway Board. (3)]

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

[Failure to accord recognition to the All-India Railway Employees Confederation. (4)]

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

[Need to hold talks with the unrecognised unions and organisations functioning in Railways. (5)]

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

[Failure to bring the wages of railway workers at par with the minimum wages of other workers of Government factories. (6)]

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

[Failure to overcome the shortage of railway wagons. (7)]

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

[Failure to declare the casual workers in the railways as permanent. (8)]

[Shri Ramavater Shastr]

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

[Failure to give up the policy of victimising the railway workers in different ways for participating in trade union activities. (9)]

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

[Failure to organise the railway workers into one union. (10)]

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

[Need to change the policy of suppressing the vocal trade unions. (11)]

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

[Failure to fix a minimum need-based wage of railway workers at Rs 314. (12)]

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

[Failure to grant bonus to railway workers. (13)]

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

[Failure to implement the policy of labour participation in the management of the Railways from top to bottom. (14)]

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

[Need to supply cheap grains and other essential commodities to the railway employees. (15)]

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

[Failure to run the trains according to time schedule throughout the country especially in the Eastern regions. (16)]

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

[Failure to provide amenities to the travelling people particularly of the third class. (17)]

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

[Failure to implement the assurances given to the running staff, loco mechanical staff, signal and tele-communication staff and other employees at the time of strikes and "work-to-rule movement". (18)]

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

[Failure to accord recognition to the unions/associations category-wise. (19)]

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

[Failure to give recognition to the workers' unions in various railways which are affiliated to the A.I.T.U.C. (20)]

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

[Misuse of the territorial army in the railways for breaking strikes and acting as agents of the Government. (21)]

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

[Failure in slashing top-heavy administration in the Railways. (22)]

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

[Failure to stop thefts and pilferages in the Railways. (23)]

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

[Failure to take over wagon factories in order to satisfy the needs of the people by increasing their production. (24)]

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

[Failure in having balanced programme for the development of Railways. (25)]

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

[Failure to institute an enquiry committee to enquire into the charges of corruption levelled against the high officials of the Railway Board. (26)].

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

[Failure to check administrative irregularities and arrest inefficiency in Railway Board. (57)]

[Failure to check thefts and misuse of coal in the railways. (27)]

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

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

[Failure to implement declared programmes by the Railway Board in time. (58)]

[Failure to implement the promises made repeatedly by several Ministers of Railways for allowing 96 per cent up-gradation to the Ministerial staff working in Indian Railways. (28)]

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

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

[Frequent failure in the connection of trains at various junctions because of too little gap in their time schedule and the need to obviate the difficulties of the passengers resulting therefrom. (59)]

[Failure to abolish saloon and saloon like facilities to the officers in the Indian Railways (29)]

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

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

[Failure of R. P. F. to check pilferage in the railways. (60)]

[Failure to introduce eight hours duty for gatemen in the Indian Railways. (30)]

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

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

[Failure to make arrangement for the supply of tea and snacks to passengers by regular vendors at various railway stations in Ratlam Division. (61)]

[Failure to regularise the substitute workers even after working several years continuously in the Railways. (31)]

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

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

[Inability to renovate waiting rooms at Alot, Garoth, Suwasra railway station in Ratlam Division for the convenience of passengers. (62)]

[Need to have negotiated settlement with the Joint Co-ordination Committee formed on 27-2-74 at Delhi in the All India Convention of Railwaymen joined by the A.I.R.F., All India Railway Employees Confederation, Workers Unions of the AITUC, All India Loco Running Staff Association, B.M.S. and Categorical Unions on the basis of six point demands formulated in the Convention. (32)]

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

[Delay in constructing railway bridges in place of railway crossing near Ratlam, Jaora and Mandasaur stations (75)]

DR. LAXMINARAIN PANDEYA
(Mandasaur) :—

"That the demand under the Head Miscellaneous expenditure be reduced by Rs. 100."

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

[Failure to complete the unfinished work of railway line between Barvadih (Bihar and Ramanujanj (Madhya Pradesh). (76)]

[Dr. Laxminarian Pandeya]

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

[Failure of the administration to give up the repressive attitude towards such Railway employees as voice the demands of various Railway employees. (105)]

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

[Delay in fulfilling the genuine demands of the loco employees. (106)]

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

[Delay in meeting the demands of Railway Signallers (Telegraphists). (107)]

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

[Failure to attach Ratlam-Delhi coach with the Dehra Dun Express. (108)]

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

[Failure to meet the demand of the passengers to halt the Rajdhani Express at Ratlam. (109)]

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

[Deliberate delay in disposing of the cases of seniority and gradation of the numerous employees of Ratlam Division. (110)]

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

[Absence of the facility of electricity at Garoth, Baraila, Nauganwan and several other stations of Ratlam Division. (111)]

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

[Delay in completion of the work of extension of platform sheds on several stations like Mandasaur and Jaora in Ratlam Division. (112)]

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

[Absence of two big entrance and exit gates (facing platform) at Mandasaur station (Ratlam Division). (113)]

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

[Delay in converting the Kachnara flag station into a full-fledged station in Ratlam Division. (114)]

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

[Failure to check the tendency of the Gwalior Rayons of deliberately not unloading the wagons in time at Nagda (Birlagram) of Ratlam Division by paying demurrage charges. (115)]

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

[Failure to weigh the goods of Digvijaya Industry, Bangrod (Ratlam Division) before loading them and to check the tendency of making less payment (116)]

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

[Failure to electrify railway trains in Ratlam Division of Madhya Pradesh despite availability of electricity there in plenty. (117)]

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

[Failure to provide conductors for I class bogies on Ajmer-Khandwa metre gauge line in Ratlam Division (118)]

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

[Neglect of Hindi-speaking candidates in the competitive examinations conducted by the Railway Service Commission. (119)]

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

[Need to review the composition and working of Railway Service Commission on regional basis. (120)]

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

[Failure to halt Dehru Dun Express at Bangrod station (Ratlam Division) despite a demand from the public. (121)]

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

[Inability to provide rail facilities in tribal areas like Jhabua, Bastar and Sarguja in Madhya Pradesh. (122)]

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

[Increase in passenger fare without increasing any passenger facilities. (123)]

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

[Failure to supply wagons at small stations in adequate number. (124)]

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

[Failure to check the tendency of non-compliance of time schedule fixed for carrying goods from one place to another and at times, non-arrival of goods at the

destination even after several months. (125)]

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

[Failure to increase the number of employees at Mandsaur, Jaora, Ratlam and other stations in Ratlam Division despite work load and getting the work done in over-time. (126)]

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

[Indifferent attitude towards the demands of Station Masters and Assistant Station Masters and adopting repressive policy towards them. (127)].

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

[Delay in and adopting indifferent attitude towards introduction of new type of sleeper coaches for passengers on Ajmer-Khandwa line. (128)]

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

[Failure to run a shuttle between Ratlam and Neemuch. (144)]

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

[Failure to introduce a mail train between Ajmer-Khandwa. (145)]

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

[Failure to solve the housing problem of railway employees posted at Neemuch, Ratlam and Mhow. (153)]

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

[Delay in providing timely medical aid to railway employees posted at Mandsaur,

[DR. LAXMINARIAN PANDEY]

Neemuch, Jaora, Sharnigarh, Nagda and other places in Ratlam Division. (154)]

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

[Failure to complete the survey work of Chittor-Kota railway line. (173)]

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

[Failure to accede to the public demand for Dohad-Khandwa railway line. (174)]

"That the demand under the Head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs. 100"

[Delay in payment of proper compensation to victims of various accidents in Ratlam Division during the last two years. (181)]

"That the demand under the Head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs 100"

[Failure to avert the repeated rail accidents on the various railways (182)]

SHRI D K. PANDA (Bhanjanagar): I beg to move:

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

[Failure to meet the just demands of the railway workers (183)]

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

[Failure to pursue a policy in favour of the labour so as to maintain industrial harmony (184)]

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

[Failure to implement various agreements entered into between different sections of railway workers and the management within the prescribed time. (185)]

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

[Failure to properly use the wagons resulting in heavy losses. (186)]

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

[Need to bring about reorientation of policy regarding railways to suit the national interest of the country. (187)]

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

[Need to effect wage revision relating to the gangmen of the S.E. Railway and to make the casual labour permanent. (188)]

DR LAXMINARIAN PANDEYA: I beg to move.

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

[Failure to prevent Madhya Pradesh Government from realising professional tax from railway employees (189)]

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

[Failure to supply essential commodities of daily use to railway employees. (190)]

SHRI D K PANDA. I beg to move:

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

[Need to locate the headquarters of the South Eastern Railway at New Capital, Bhubaneswar in Orissa. (205)]

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

[Need to take up construction of Bansapani-Jakhapura, Telcher-Bimalagarh and Telcher-Sambalpur lines in Orissa by April, 1974 (206)]

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

[Need to start construction of Khurda Road-Phulabani and Jajapur Road via Jajapur to Chandbali port railway lines by April, 1974 in Orissa. (207)]

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

[Need to take up construction of Bhadrak-Chandabali port, Jayapur Road-Keonjhar-Baramanda in April, 1974 in Orissa. (208)]

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

[Need to take up construction of Gopalpur port-Berhanpur-Aska-Bhanjanagar-Phulabani-Balangir railway line this year which was surveyed in 1946. (209)]

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

[Need to run Utkal Express daily instead of bi-weekly. (210)]

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

[Need to immediately convert Parlakhi-midi-Gunpur line into broad gauge line. (211)]

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

[Need to extend Palasa-Khurda Road shuttle train upto Bhadrak (319 up/820 Dn) in Orissa. (212)]

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

[Need to construct over bridges at Malgodown and Sikharpur Gate at Cuttack in Orissa. (213)]

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

[Need to take up reconstruction of Cuttack railway station in Orissa with all modern amenities. (214)]

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

[Need to attach mail vans to Howrah-Hyderabad Express train in Orissa. (215)]

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

[Need to provide terminal facilities both at Cuttack and Berhanpur railway stations in Orissa. (216)]

SHRI DR. LAXMINARIAN PANDEYA: I beg to move:

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

[Delay in examining the feasibility of new railway lines in Madhya Pradesh. (217)]

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

[Failure in completing the expansion work of diesel shed of Ratlam at a faster pace. (218)]

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

[Delay in making survey and taking further action in regard to extending Udaipur-Sadari Line upto Neemuch. (219)]

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

[Failure to extend Ujjain-Indore broad gauge line upto Mhow. (220)]

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

[Failure to improve the poor condition of guard-cabins in various goods trains. (221)]

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

[Failure to provide necessary facilities to the guards of Ratlam Division. (222)]

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

[Failure in checking coal pilferage. (238)]

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

[In convenience to the public due to the repeated suspension of several trains in Ratlam Division on the pretext of shortage of coal. (239)]

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

[Indifference to the interests of the employees by not giving recognition to the unions organised by the various categories of railway employee for safeguarding their interests. (240)]

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

[Indifference towards the genuine demands such as accommodation, working hours and fixation of wages in accordance with the rising prices of T.T.Es., Guards and Signallers. 241].

"That the demand under the Head open line works (Revenue) be reduced by Rs. 100."

[Delay in the expansion of Deemuch loco shed. (242)]

"That the demand under the head open line works (Revenue) be reduced by Rs. 100."

[Delay in making Ajmer-Khandwa railway line fit for running mail trains. (243)]

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

[Indifference towards the feasibility of constructing Ratlam-Banwada-Dungarpur railway line. (244)]

SHRI RANEN SEN (Bara) : I beg to move :

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

[Failure to construct double line between Dum Dum Junction and Bangaon in the Sealdah Division of Eastern Railway. (262)]

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

[Failure to increase number of trains in Bangaon and Hasnabad and Ranaghat-Bangaon sections in Sealdah Division of Eastern Railway. (263)]

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

[Failure to check crime of passengers travelling in the Sealdah Division of the Eastern Railway. (264)]

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

[Frequency of wagon braking, pilferage and destruction of public property in Indian Railways. (265)]

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

[Connivance of a section of railway staff and R.P.F.; with rice smugglers in the Eastern Railway. (266)]

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

[Failure to check overcrowding in railway compartments in Eastern and South Eastern Railways in Howrah-Sealdah sections. (267)]

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

[Failure to check congestion at Howrah and Sealdah stations of Eastern Railway. (268)]

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

[Failure to check regular delay in arrival of trains at destinations. (269)]

SHRI DR. LAXMI ARIAN PA DEYA: beg to move :—

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

[Failure to conduct an enquiry into the irregularities by the contractors of Mansa outer agency and to set things right. (270)]

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

[Failure to provide minimum facilities (such as water-cleanliness, lighting) to passengers travelling by trains running on Ajmer-Khandwa line. (271)]

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

[Failure to check continuous deterioration in the standard of meals supplied in the passenger trains (272)]

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

[Failure to run adequate number of trains inspite of the rush of passengers on Ajmer-Khandwa line. (273)]

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

[Failure to accede to the demand for running additional passenger train for the convenience of passengers between Ratlam-Delhi and Ratlam-Bombay. (274)]

SHRI RAMAVATAR SHASTRI. I beg to move :—

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

[Failure to recognise All India Railway Employees Confederation as the biggest representative organisation of the railway employees. (275)]

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

[Failure to recognise All India Station Masters Association as the representative organisation of the Station Masters and Assistant Station Masters working on the Indian Railways. (276)]

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

[Failure to recognise Indian Railway Loco Mechanical Staff Association as the only representative organisation of the loco mechanical staff working on the Indian Railways (277)]

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

[Failure to recognise All India Running Staff Association. (278)]

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

[Failure to recognise All India Carriage and Wagon Staff Association. (279)]

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

[Failure to recognise All India Ministerial Staff Association as the representative organisation of the Ministerial Staff in Indian Railways. (280)]

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

[Failure to recognise All India Signal and Telecommunication Staff Association. (281)]

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

[Failure to recognise All India Train Examiners' Welfare Committee (282)]

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

[Failure to recognise All India Railway Commercial Clerks' Association. (283)]

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

[Failure to recognise Indian Railway Checking Staff Association. (284)]

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

[Failure to recognise All India Guard Council. (285)]

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

[Failure to recognise Indian Railway Permanent Way Staff Association. (286)] ways and means to keep industrial peace in the Railways. (294)]

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

[Failure to recognise N. E. Railway Mazdoor Union as the representative organisation of the employees in N. E. Railway. (287)]

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

[Failure to recognise Northern Railway Workers' Union as the representative organisation of the employees in Northern Railway. (288)]

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

[Failure to recognise Eastern Railway Workers' Union. (289)].

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

[Failure to recognise N. F. Railway Workers' Union (290)]

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

[Failure to recognise South Central Railway Workers' Union. (291)]

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

[Failure to recognise Western Railway Workers' Union. (292)]

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

[Failure to recognise Southern Railway labours' Union. (293)]

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

[Need to convene a joint meeting of the two recognised Federations, All India Railway Employees Confederation, All Categorical Unions Associations and Workers' Unions affiliated to the All India Trade Union Congress for discussing the demands of the railway employees and finding out

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

[Failure to provide uniforms to waiting room bearers on the Indian Railways. (295)]

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

[Failure to sanction Project Allowance to the Railway employees working at Garhara-Barauni and within 20 kilometres of it. (296)]

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

[Failure to grant allowance to transhipment shed staff of Indian Railways as per recommendation of Railway Claims Prevention Committee. (297)]

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

[Failure to give protection to lives of ticket checking staff while on duty. (298)]

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

[Need for supplying revolvers to the checking staff for the protection of their lives from the attack of dacoits and other anti-social elements. (299)]

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

[Need to provide summer and winter uniforms to all mechanical, carriage, signal, yard and crane staff of the Indian railways. (300)]

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

[Need to fix time limit for Khalasi duty for being eligible for trade test. (301)]

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

[Failure in fully implementing 10 hour duty for the running staff on the Indian Railways. (302)]

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

[Failure to withdraw curtailment of uniforms to railway employees imposed after Chinese aggression. (303)]

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

[Failure to declare ticket checking staff as running staff on the Indian Railways. (304)]

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

[Failure to open a full-fledged office of the Railway Service Commission at Patna or Danapur. (305)]

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

[Failure to establish claims office at Danapur. (306)]

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

[Need to establish the headquarter of Railway Service Commission in N. F. Railway at Katihar. (307)]

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

[Need to open Railway High Schools at Smastipur, Narkatiaganj, Izatnagar and Varanasi on N. E. Railways. (308)]

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

[Need to provide running room facilities to the travelling ticket examiners on Indian Railways. (309)]

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

[Failure to issue instructions to General Managers and other officials of the Indian Railways for receiving memoranda and delegations from unrecognised Unions/Associations. (310)]

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

[Need to abolish the present contract system for loading and unloading of goods and parcels and to make provision for regular employment for that work. (311)]

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

[Need to abolish contract system of work in railways and to perform maintenance and construction work departmentally. (312)]

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

[Failure in winding up of private contract system and introducing departmental catering system in Indian Railways. (313)]

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

[Failure in providing cent per cent accommodation to the railway employees. (314)]

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

[Failure in removing ban imposed on the recruitment of class III staff in the Indian Railways. (315)]

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

[Failure in removing ban imposed on the recruitment of employees in the workshops of Indian Railways. (316)]

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

[Lack of cleanliness, light and drinking water in trains. (317)]

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

[Failure to prevent infructuous expenditure in Railways. (318)]

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

[Failure in taking over the railways run by M/s. Martin Burn Ltd. (319)]

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

[Failure in nationalising Fatuha-Islampur and Arrah-Sahasram Light Railways in Bihar. (320)]

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

[Faulty system of fixing grades and effecting transfers of employees. (321)]

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

[Failure to provide more facilities for third class passengers (322)]

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

[Failure in converting metre gauge lines into broad gauge lines. (323)].

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

[Failure to formulate a scheme for proper development of railways particularly in the backward regions. (324)]

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

[Failure in changing bureaucratic functioning of the Railway Board. (325)]

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

[Failure to abolish the top heavy administration in the railways. (326)]

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

[Failure in giving representations to the All India Railway Employees Confederation and categorical Unions/Associations in the P.N.M. (327)]

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

[Failure in according negotiating facilities to the All India Railway Employees Confederation and categorical Unions/Associations with the railway administration at all levels." (328)]

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

[Failure in abolishing air-condition and first class and keeping only third class in order to give more accommodation to the third class passengers." (329)]

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

[Need to maintain dining cars in the Indian Railways and extend them to other trains for the convenience of the general passengers (330)]

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

[Failure in absorbing casual and substitute workers in the Indian Railways. (331)]

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

[Failure to abolish contract labour system in the Indian Railways. (332)]

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

[Failure in supplying uniforms to the railway employees working in various capacities (333)]

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

[Increase in the fares of the third class passengers which vary from five paise to eight rupees. (334)]

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

[Need to restrict concessions given to the Indian and foreign monopolists in regard to freight charges (335)]

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

[Keeping of useless items in the stores of the Indian Railways. (336)]

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

[Failure in treating railway workers as industrial workers with full trade union rights including the right of negotiation. (337)]

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

[Failure in job evaluation of all railwaymen through a scientific system to be followed by their reclassification and regradation with the need-based minimum wage as the wage of the lowest paid workers. (338)]

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

[Need for granting immediate parity in wages of Railway employees with the workers in the Central Government undertakings, viz HMT, BHEL, HSI, HAL, pending the completion of job evaluation and reclassification. (319)]

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

[Need to link the dearness allowance with the cost of living index with full neutralisation for every rise of 4 points in a six month period. (340)]

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

[Need to grant bonus at the rate of one month's wage for the years 1971-72 and 1972-73. (341)]

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

[Need for decasualisation of all casual railwaymen and their confirmation in service with all benefits given to them with retrospective effect. (342)]

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

[Need for supplying adequate and subsidised foodgrains and other essential commodities through departmental-run shops. (343)]

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

[Need to withdraw all victimisation cases in the Indian Railways. (344)]

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

[Failure in stopping victimisation and arrests of loco running staff in the N.F. Railway. (345)]

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

[Failure in revoking inter-divisional transfers of union leaders of all India Station Masters' Association and Divisional Railway Employees Coordination Committee, Dhanbad for trade union activities. (346)]

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

[Need to withdraw all suspension transfers and other victimisation orders against the loco mechanical staff in connection with the work-to-rule movement launched by the Indian Railway Loco Mechanical Staff Association. (347)]

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

[Need to withdraw court cases and release all persons arrested under DIR and MISA including the office bearers of the Indian Railway Loco Mechanical Staff Association, Eastern Zone. (348)]

SHRI S. A. MURUGANANTHAM :
(Tirunelveli) : I beg to move :

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

[Failure to replace out-dated tools and plants by modern ones in loco sheds (363)]

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

[Failure to arrange for supply of food-grains and other essential commodities to the railway workers (364)].

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

[Failure to abolish contract labour system. (365)].

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

[Refusal to enter into collective bargaining with unrecognised unions. (366)]

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

[Failure to open foundaries for melting scrap iron instead of auctioning (367)]

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

[Need to give another opportunity to workers for opting pension scheme. (368)]

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

[Need to adopt the method of secret ballot for granting recognition to the unions. (369)]

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

[Failure in abolishing Railway Board and doing away with top heavy administration. (370)]

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

[Failure to provide alternative jobs to the casual workers who have put in a long service but found medically unfit at the time of regularisation (371)].

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

[Failure to re-instate railway workers' victimised for participation in freedom struggle during British days. (372)].

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

[Failure to consider the cases of workers victimised for trade union activities in the years 1947, 1948 and 1949. (373)].

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

[Failure to expand railway wagon building workshops and open new workshops for wagon building to meet the requirement of the country. (374)].

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

[Failure to grant recognitions to the various Railway Workers Unions (375)]

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

[Need to grant bonus to railway workers. (376)]

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

[Failure to provide necessary amenities to the III class passengers. (377)].

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

[Failure to appoint scheduled castes employees in railways as per the percentage of reservation fixed by the Government. (378)].

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

[Need to implement the 10 hours' duty for Loco Running Staff. (379)].

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

[Need to implement the assurances given to the Running Staff at the time of the strike. (380)]

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

[Failure to stop the use of Territorial Army in the Railways for breaking the strikes. (381)].

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

[Failure to bring the minimum wages of railway workers at par with the wages of workers of Government undertakings. (382)].

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

[Failure in checking wide-spread corruption in allotting railway wagons. (385)].

SHRI RAMAVATAR SHASTRI: I beg to move :

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100]."

[Need for fair and impartial procedures for appointment of Class IV staff so as to stop the employment of bad recruits as at present. (398)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need for definite and fair policy of transfer and promotion and putting aside all stop-gap promotions resulting from favouritism and corruption. (399)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to take exemplary disciplinary action, the least being dismissal from service, against corruption and communal officials. (400)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need for effective machinery to educate the railway employees about their rights and privileges as well as their duties with the cooperation of their Unions/Associations (401)].

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

[Need to construct new railway lines in backward areas. (402)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Failure in constructing a mettled over-bridge at Mithapur railway crossing in Patna to solve the bottleneck of trains. (403)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Need to lay double railway track from Patna to Gaya on Eastern railway in order to avoid late running of trains. (404)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Need to lay double railway track from Kiul to Calcutta via Farraka. (405)]

"That the demand under the Head construction of new lines—capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to widen the foot over-bridge at Danapur railway station on Eastern Railway. (406)].

"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 footover-bridge at Danapur railway station in east of the present over-bridge in order to avoid congestion (407)]

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

[Need to build retiring rooms at Danapur (Khagaul) station on Eastern Railway. (408)]

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

[Need to construct an over-bridge at Thana Bihpur Station in N.E. Railway. (409)].

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

[Need to raise the platform at Neora station of Eastern Railway. (410)]

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

[Need to start immediate work for the development of Patna Junction station. (411)].

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

[Need to construct a wooden over-bridge at Neora station Eastern Railway (412)]

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

[Failure to construct a building for Parcel Office at Neora station in Eastern Railway (413)]

"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 railway line from Bihta station of Eastern railway upto Jahanabad via Bikram. Paliganj Arwal and Kurtha (414)]

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

[Failure to introduce electrification from Moghalsarai to Azansol in main line of the Eastern railway (415)]

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

[Need to construct sheds on those platforms of Patna Junction station from where trains leave for Gaya and Ranchi (416)]

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

[Need to construct a shed at the station in front of Patna R.M.S. (417)]

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

[Failure to clear slums at Patna Junction station in Eastern Railway (418)]

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

[Need to provide a halt for passenger trains at Rajendra Nagar station at Patna (419)]

"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 railway line from Bihta station to Daitaganj via Aurangabad. (420)]

"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 railway line upto Rajgir from Jahanabad station of Eastern Railway via Ekangar Sarai (421)]

"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 railway line along with the canal upto Dehri-on-Sone from Danapur station of Eastern Railway of which survey was completed long ago. (422)]

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

[Need to raise the platform of Bankahat station on the Eastern Railway (423)]

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

[Need to raise the platform of Phulwari Sharif railway station on Eastern Railway (424)]

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

[Failure to provide sheds and drinking water at Parsa, Pothahi, Nadwan, Nadaul, Larenga stations on Patna-Gaya line in Eastern Railway (425)]

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

[Need to construct sheds on both sides of Gulzarbagh station of Eastern Railway (426)]

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

[Need to raise the platform of Sadiapur railway station in Eastern Railway (427)]

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

[Need to construct sheds at Sadiapur railway station in Eastern Railway (428)]

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

[Need to link Rewa District in Madhya Pradesh with railway lines (429)]

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

[Need to construct a mettled over-bridge at Bihta station on Eastern Railway to do away with traffic bottle-neck. (430)]

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

[Need to upgrade Nadaul halt station on Patna-Gaya line on Eastern Railway to full fledged station (431)]

SHRI DINEN BHATTACHARYA
(Serampore): I beg to move :

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

[Failure of the Government to bring down the expenditure on top heavy administration in the Railways (432)]

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

[Failure to introduce need-based minimum wage for the Railway workers (433)]

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

[Failure to guarantee the security of life and property of the bonafide railway passengers in Eastern Railway (434)]

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

[Failure to maintain properly EMU coaches in Eastern Railway (435)].

[Shri Dinen Bhattacharya]

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

[Failure to construct an over-bridge in Puranabazar near Sadarthana) Siliguri in N. F. Railway. (448)].

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

[Failure to keep regularity in cleaning of Malgudam area in Darjeeling in D.H. Railway (449)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Failure to stop theft of goods and luggage from passenger in trains on N.E. Railway specially in Manshi-Saharsa, Katihar-Manshi and Katihar-Siliguri sections (450)]

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

[Failure in implementing 10 hour duty for the running staff in the N.F. Railway (451)]

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

[Need to run direct passenger or shuttle train from Barauni to Moghalsarai and back. (452)]

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

[Need to run a train from Gaya to Patna halting at all stations in the way and arriving at Patna at 6 A.M. throughout the year (453)]

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

[Need to restart the shuttle train from Patna to Jahanabad and back which was cancelled during the last agitation of the loco running staff (454)]

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

[Need to grant travel concessions to the members of the All India Teachers Association and cultural organisations including the Indian People's Theatre Association (455)]

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

[Failure in withdrawing the pass facilities given to the Bharat Sadhu Samaj and Bharat Sevak Samaj (456)]

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

[Failure to supply coal to various railways as provided under the rules. (457)]

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

[Failure to check irregularities and undue delay in payment of pensions to the retired railway employees (458)]

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

[Failure to check theft and pilferage of brass and other materials from Jamalpur railway workshop (459)]

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

[Connivance of railway officials in thefts and pilferage committed in Jamalpur railway workshop (460)]

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

[Need to enter into collective bargaining with unrecognised unions (461)].

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

[Failure to democratise railway management and administration with the participation of elected representatives of employees on the basis of secret ballot (462)]

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

[Failure in declaring as all workers permanent who are working in coal handling under contractors for 5 to 20 years (463)]

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

[Need to abolish contract system in coal and ash handling in railways (464)]

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

[Failure to grant medical facilities to the casual and substitute railway employees (465)]

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

[Failure in taking action against the officials for their anti-working class attitude and bad management of the railway hospital, Dhanbad. (466)]

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

[Failure in reducing the salaries of top official in the Indian Railways (467)]

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

[Failure in supplying adequate and costly medicines and to provide other medical facilities to class III and Class IV railway employees (468)]

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

[Need to check corrupt practices encouraged by the Railway Board. (469)]

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

[Need to have an impartial enquiry against the officials of Railway Board for corruption charges levelled by an M.P. last year (470)]

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

[Misuse of class IV staff by Railway officers for performing domestic duties in their residences (471)]

SHRI DINEN BHATTACHARYA : I beg to move :

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

[Need to construct a double line system in Sheoraphuly-Tarakeswar and Bandel-Katwa Section (472)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to keep the Howrah station properly clean and well attended by passenger guides (473)]

"That the demand under the Head Ordinary working expenses—Administration be reduced by Rs. 100."

[Need to broaden the subways in between Howrah and Bandel in Eastern Railway (474)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to arrange loud-speakers for announcing the arrival and departure of trains in Serampore and Sheoraphuly sections of Eastern Railway (475)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to introduce more shuttle trains in Sealdah-Bongaon, Sealdah-Naihati and Howrah-Bundel section of Eastern Railway (476)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to construct an overbridge on the southern portion of Serampore level crossing which crosses the G.T. Road (477)]

SHRI C. K. CHANDRAPPAN (Telli-cherry) : I beg to move :

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

[Shri C. K. Chandrupan]

[Failure to do away with the bureaucratic and authoritarian functioning of the Railway Board (478)]

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

[Failure in implementing the 10 hour working day as promised to the railway men of the loco running staff (479)]

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

[Failure to abolish the Railway Board (480)]

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

[Failure to give bonus to the railway workers (481)]

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

[Failure to do away with increasing corruption in the railways (482)]

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

[Failure to stop the increasing pilferage in railways (483)]

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

[Failure to grant recognition to trade unions in a democratic manner (484)]

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

[Failure to adopt a new approach in the matter of constructing new lines taking into account the need of the development of backward regions (485)]

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

[Failure to construct new railway lines taking into account the uneven economic development of certain regions and with a view to provide infra-structure to such regions (486)]

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

[Need to reduce the excessive increase in the railway fare for class III passengers (487)]

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

[Need to stop top officials of the railways from using special saloons (488)]

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

[Failure to use the cheap electricity available in Kerala to electrify the railways in Kerala (489)]

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

[Failure to supply wagons to transport coal from the pitheads, of various mines in the country (490)]

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

[Failure to provide better and adequate educational facilities to the children of the railway employees (491)]

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

[Failure to provide adequate facilities to the third class passengers (492)]

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

[Failure to provide need-based wage to the employees of the railway (493)]

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

[Failure to provide better medical facilities to the railway employees (494)]

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

[Failure to provide better working conditions to casual labourers of the railways (495)]

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

[Failure in running the trains according to time schedule (496)]

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

[Failure in overcoming the crisis in wagon supply (497)].

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

[Failure in stopping the bribe being taken by the Railway officials from the public (498)].

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

[Need for having a wagon building factory in Kerala (499)].

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

[Need for setting up a new railway division with Trivandrum as its headquarters (500)].

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

[Need for providing adequate residential quarters for the Railway Employees (501)]

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for repairing the damaged wooden planks laid on the rail-cum-road bridge at Baliapattam, Kerala (502)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for providing roof to the entire length of the main railway stations in Kerala due to the rainy climate there (503)].

"That the demand under the Head ordinary working expenses Repairs and Maintenance be reduced by Rs. 100."

[Need for speedy completion of the work for the doubling of the lines between Olavakkoda and Cochin (504)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for speedy implementation of the work for having broad gauge line between Ernakulam and Trivandrum (505)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for stopping Jayanthi Janata at Tellicherry station (506)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for speeding up Jayanthi Janata from Delhi to Mangalore and Cochin (507)].

"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 a railway line between Ernakulam and Kayamkulam via Alleppey (508)].

"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 a new line between Tellicherry and Mysore via Coorg. (509)].

"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 between Kottayam and Madurai via Sabarimala (510)].

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

[SHRI C. K. CHANDRAPPAN] :
[Need to construct a new line between
Kuttippuram and Guruvayoor (511)].

"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 a new line
connecting Mangalore and Bombay (512)].

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

[Need for speeding up the construction
of a new line between Cape Comorin and
Trivandrum (513)].

SHRI P. G. MAVALANKAR (Ahmeda-
bad): I beg to move:

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

[Failure to ensure that the Railways
function as a national public utility (514)].

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

[Failure to ascertain by a secret ballot
the single and rightful union of all cate-
gories of railway employees (515)]

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

[Failure to keep the Railways free from
partisan and politically motivated trade
unionism (516)].

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

[Failure to see and maintain that the
railways are aloof from power politics and
group or sectional interests or gains. (517)]

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

[Failure to modernise the Railway swiftly
and meaningfully (518)].

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

[Failure to develop the Railways in a
rapidly developing technological world
(519)].

"That the demand under the Head
Railway Board be reduced to re. 1."

[Failure to increase efficiency and good
operating standards in the Railways (520)].

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

[Failure to decrease in an appreciable
way the all round and constantly growing
corruption in the Railways (521)].

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

[Failure to restructure the entire adminis-
trative and operating units in the railways
(522)].

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

[Failure to replace the Railway Board by
a more dynamic expert body (523)]

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

[Failure to check and even eliminate the
excessive bureaucratisation and rigidity
which have been entrenched in the present
railway administration (524)].

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

[Failure to regulate the hours of work
(of the various categories of railway em-
ployees) which would be in tune with the
demands of efficiency and the needs of
humanitarian considerations (525)].

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

[Failure to give bonus to the railway employees (526)].

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

[Failure to give the minimum amount of Rs. 40 per month as pension to all retired railway employees (527)]

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

[Failure to increase the wages of such railway employees who are doing a job similar to that of others occupied in equivalent positions (528)].

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

[Failure to increase in a significant way the various amenities for the passengers travelling in the third class (529)]

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

[Failure to reduce overcrowding in the trains (530)].

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

[Failure to ensure safe and comfortable rail travel (531)].

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

[Failure to run the trains punctually (532)].

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

[Failure to instil in the minds of the employees the valuable concept of participation and involvement in their jobs (533)].

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

[Failure to stop wasteful expenditure in the railways (534)].

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

[Failure to ensure a continually effective and economical wagon movement for carrying goods and services, particularly coal and foodgrains throughout the country (535)].

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

[Failure to stop thefts and pilferages which are increasing day by day in the railways (536)]

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

[Failure to stop the practice of employing casual labour for jobs of a permanent nature (537)].

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

[Failure to prepare and implement a phased plan for the proper construction of manned gates at the several hundreds of places where there are unmanned gates at present (538)]

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

[Failure to obtain the willing and active cooperation of the citizens and the travelling passengers in the functions of railways (539)].

[SHRI P. G. MAVALANKAR] :

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

[Need to give concessional season tickets to the daily commuters who travel back and forth from their respective homes and work places in all 'A' grade cities and surrounding suburbs, on the lines of the existing facilities available in Bombay, Calcutta, Delhi and Madras (540)].

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

[Need to give concessional fares to the nurses who travel on duty, in the same manner as the students are justly given such concessions for going to their study places (541)].

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

[Need to construct new railway lines in comparatively backward regions (542)]

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

[Need to start very soon a broad gauge line between Nadiad and Modasa in the Sabarkantha District in Gujarat (543)].

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

[Need to start at once the construction of Bhavnagar-Tarapur line in Gujarat (544)].

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

[Need to convert the Baroda-Chhota Udaipur narrow gauge line into a broad gauge one (545)].

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

[Need to complete immediately the electrification work between Ahmedabad and Bombay to enable the early start of electric trains on the said route (546)].

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

[Need to accelerate the work of construction of broad gauge line between Ahmedabad and Gandhinagar (547)].

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

[Need to give extra funds and facilities to the Railway Staff Training Colleges for promoting better studies and research in efficient and expert operation of the Railway (548)].

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

[Need to maintain good and clean platforms at all railway stations (549)].

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

[Need to improve the catering services on the various express trains for long distance travel (550)].

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

[Need to provide more space and comforts in the third class compartments (551)].

"That the demand under the Head miscellaneous Expenditure be reduced by Rs. 100."

[Need to expand the present Railway platforms and amenities at the Ahmedabad (main and metre gauge) Railway Station (552)].

"That the demand under the Head miscellaneous Expenditure be reduced by Rs. 100."

[Need to provide good and healthy living conditions in the Railway colony at Sabarmati near Ahmedabad (553)].

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

[Need to ensure that travelling passengers holding firm reservations are able to use, and enjoy the said facility and right without any hinderance (554)].

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

[Need to provide clean drinking water and minimum educational facilities at the Sabarmati Railway Colony (555)].

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

[Need to start a direct train from Ahmedabad to Varanasi via Kanpur, Lucknow and Allahabad (556)].

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

[Need to increase the sheds at Vatwa railway station near Ahmedabad. (557)].

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

[Need to rename the flag Station "Nenpur" (near Mahemdavad on the Western Railway) as "Indulal Yashnik Nagar." (558)].

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

[Need to better the lot of the porters by providing them with night shelter and sheds as also subsidised food at the railway canteens. (559)].

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

[Need to give health services to the porters and to increase their present rates of carrying the baggage. (560)].

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

[Need to add extra coaches to the express trains running between Ahmedabad and Bombay (561)].

SHRI RAMAVATAR SHASTRI: I beg to move:

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

[Failure to recognise N. F. Railway Departmental Catering and Vending Association (569)].

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

[Failure to stop wastage of money in Basant Mela organised by N. F. Railway. (570)].

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

[Failure to introduce B. G. line between Barauni junction to Barsoi junction via Katihar (571)]

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

[Failure to introduce a direct express train from Katihar to Calcutta. (572)].

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

[Failure to observe Discipline and Appeal Rules in realising Railway debits from staff. (573)].

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

[Failure to remodel Katihar Railway station and construct sufficient Railway quarters at Katihar. (574)].

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

[Failure to bring Departmental Catering system at par with other Railways on important stations dining cars in M.G. and B.G. section over N.F. Railway. (575)]

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

[Failure to implement comprehensive catering unit at Katihar station in terms of Railway Board letter dated 18-1-74 to GM/NF Railway. (576)]

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

[Failure to abolish contract catering system in N.F. Railway. (577)]

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

[Failure to upgrade the post of catering Manager on N.F. Railway. (578)]

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

[Failure to supply uniforms to C. & W. Staff, S. & T. Staff, Catering Staff and Traffic Staff in N.F. Railway. (579)]

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

[Failure to implement 40 per cent upgradation to C. & W. Staff and 60 per cent upgradation to S. & T. staff in N.F. Railway. (580)]

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

[Failure to provide one whole-time dentist at Katihar Railway Hospital (585)]

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

[Failure to recover money from the railway officers due to their wrongful decision regarding reversion and suspension. (586)]

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

[Failure to introduce Departmental Dining Cars in Gauhati Mail, Kamrup Exports on B.G. Section, in N.F. Railway. (587)]

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

[Failure to promote 20 per cent TXR 'C' in scale of Rs. 205-280 from skilled category after completion of three years service on N.F. Railway. (588)]

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

[Failure to provide one experienced Assistant Commercial Officer (General) who knows commercial and catering both, in N.F. Railway. (589)]

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

[Failure to unify the scales of pay of clerks I and II into a single scale as they perform the same duties. (612)]

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

[Failure to fill up all vacant posts and confirm temporary and officiating staff on the said posts in the Railways (613)]

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

[Failure to implement decided policies of the railway administration (614)].

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

[Failure to implement Shrikar Sharan Tribunal Award with regard to upgradation of posts of mechanical staff in loco sheds. (615)]

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

[Failure to implement recommendations of the Accident Enquiry Committee with regard to upgradation of 25 per cent posts of Mechanical staff working in loco sheds to avoid accidents. (616)]

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

[Failure to promote class IV staff to class III who have rendered more than 5 years of service in Indian railways as recommended by Class IV Promotion Committee. (617)]

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

[Failure to check collusion of R.P.F. with wagon breakers and other anti-social elements who indulge in thefts of railway property. (618)]

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

[Connivance of high officials in wagon breaking and theft of railway property. (619)]

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

[Failure to check wagon breaking in broad day light at Moghal Sarai, Gaya, Patna, Dhanbad, Jamalpur Howrah, Barauni, Garhara, Katihar, Siliguri, Gorakhpur, Sonapur, Phulwari sharif and Neora. (620)]

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

[Need to establish a D S. office at Sonapur in N.E. Railway for the development of that area. (621)]

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

[Need to concede the just demands of the coach attendants of the Indian Railways. (622)]

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

[Failure to implement the Administrative Reforms Commission's Report regarding the Indian Railways. (623)]

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

[Failure to implement the Railway Board's circular by Zonal Railways regarding stoppage of reversion beyond 18

months continuous officiating service of railway employees without DAR proceedings. (624)]

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

[Failure in establishing D.S. office at Jamalpur in spite of the promises made. (625)]

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

[Failure to restore house rent allowance to the railway employees working and residing at Danapur (Khagaul) in Eastern Railway. (626)]

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

[Failure to provide work load according to yard stick and not to take work more than eight hours a day from the railway employees. (627)]

"That the demand under the Head Railway Board be reduced by Rs. 100." [Need to provide alternative posts to decategorised railway employees. (628)]

"That the demand under the Head Railway Board be reduced by Rs. 100." [Need to treat loco coal Khalasis as railway employees (629)]

SHRI S A MURUGANANTHAM: I beg to move

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

[Failure to allot sufficient number of wagons for salt transportation from Tuticorin in Southern Railway. (655)]

"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 railway line from Tuticorin to Arumuganeri via Muthiapuram-Mullakkadu-Mulkani-Anthoor in Southern Railway. (656)]

SHRI RAMAVATAR SHASTRI:
beg to move.

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

[Failure in providing jobs and giving promotions to the Scheduled Castes and Scheduled Tribes candidates in Railways according to the quota fixed for them. (657)]

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

[Need for a thorough study into the working conditions of class IV employees working in the Indian Railways. (658)]

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

[Failure in scrapping 14 days continuous duty round the clock by the staff at the gates of railway stations. (659)]

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

[Need to allot rent free quarters to class IV employees in the railways. (660)]

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

[Lack of water, light and cleanliness in all trains running on Patna-Gaya line on Eastern Railway. (661)]

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

[Need to give financial aid to Samastipur College as a large number of wards of the Railway employees read there. (662)]

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

[Need for job writer for BMC and FIC. (663)]

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

[Need to give advance T. A. to railway staff for long journeys while proceeding to training centres. (664)]

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

[Need to provide tools room on every loco shed. (665)]

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

[Failure in reducing work load of gangmen, keymen and mistries in Railways. (666)]

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

[Need to provide stools or chairs to the staff at all gates and lodges at Railway Stations. (667)]

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

[Failure in granting casual leave facilities to the artisan staff of the railway workshops according to the award by the Tribunal (668)]

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

[Failure to supply uniforms to waiting room bearers in Katihar Division in N.F. Railway. (669)]

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

[Failure to observe the provisions of the Indian Railway Commercial Manual Vol II (Chapter XXVIII Page 2833 in N.F. Railway (670)]

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

[Need to formulate ways and means in consultation with Catering and Vending Staff Association N.F. Railway for better public service in N.F. Railway. (671)].

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

[Failure to upgrade B. T. Staff who passed trade test in 1970 in New Bongaon Workshop in N.F. Railway. (672)]

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

[Need to run a Railway High School at Katihar in N.F. Railway. (673)]

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

[Need for re-opening immediately the Departmental catering unit at Lower Haf-long Railway Station in N.F. Railway. (674)]

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

[Failure to confirm catering staff after completion of 10-12 years service in N.F. Railway. (675)]

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

[Failure to replace contract catering by Departmental catering at Katihar New Bongaon Railway Station in N.F. Railway. (676)]

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

[Need to shift R.M.S. from middle the corner of the station at Katihar for public convenience in N.F. Railway. (677)]

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

[Failure to observe Railway Board's circulars dated 9-6-1965, 15-1-1966 and 22-11-1966 regarding stoppage of reversion of staff by N.F. Railway. (678)]

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

[Need to strengthen Railway vigilance organisation. (679)]

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

[Failure to construct new rail line between Fklakhxim and Balurghat in N.F. Railway. (680)]

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

[Failure to implement Factories Act in loco sheds. (687)]

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

[Need to keep leave reserve for the stenographers in the divisional office of Northern Railway, New Delhi. (688)]

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

[Failure in treating stenographers as essential staff for the purpose of allotment of houses. (689)]

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

[Failure in providing railway quarters to the staff working prior to July, 1947 in railway offices in Delhi. (690)]

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

[Failure in distributing railway land to the harijans and landless agricultural workers. (691)]

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

[Need for maintenance of combined seniority of diesel and steam supervisors in the case of loco running staff as decided by the Railway Board. (692)]

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

[Failure in supplying cold drinking water in all the loco sheds in the Indian Railways during the summer season. (693)]

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

[Failure to give overtime allowance after prescribed duty hours in accordance with the recommendations of Rajyadhyksha Award. (694)]

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

[Failure to provide supervisory and other staff in loco sheds according to yard stick which also needs to be revised. (695)]

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

[Failure to replace outdated tools and plants by modern ones in loco sheds. (696)]

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

[Failure to supply uniforms to loco mechanical staff. (697)]

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

[Failure to supply necessary materials to loco mechanical staff for repair of engine in loco sheds. (698)]

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

[Failure in cleaning the dugs in the loco sheds of the Indian Railways. (699)]

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

[Failure in constructing cycle stands in loco sheds of the Indian Railways. (700)]

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

[Need to cancel the transfer orders of the loco mechanical employees working at Moghal Sarai, Danapur, Jhajha, Banaras, loco sheds and some other sheds in the Northern Railway. (701)]

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

[Need to supply drinking water at Tare-gna station of Eastern Railway from the water tank at Massaurhi. (702)]

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

[Failure to check ticketless travelling on Patna-Gaya line on Eastern Railway. (703)]

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

[Failure in checking the crimes on the Patna-Gaya line on the Eastern Railway. (704)]

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

[Failure to provide employment to the substitute railway workers of Danapur Division in the Eastern Railway. (705)]

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

[Casteism and favouritism in the appointment of IVth grade employees at Danapur. (706)]

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

[Need to fix certain percentage for appointment of the wards of the railway employees. (707)]

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

[Need to run a direct train from Patna to Dhanbad via Gaya. (708)]

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

[Need to introduce a fast day train from Patna to Ranchi and Jamshedpur. (709)]

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

[Need to run a fast train from Jamshedpur to Samastipur and back. (710)]

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

[Need to provide stoppage of South Bihar Express and Patliputra Express at Patna City Railway Station. (711)]

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

[Failure in changing the name of the Patna City Station to Patna Sahab. (712)]

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

[Failure in changing the name of the Patna Junction to Patliputra Junction. (713)]

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

[Failure in checking the practice of keeping dead bodies at the Patna Junction station near the third class booking office for hours together. (714)]

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

[Need to increase the number of employees at the enquiry counter of the Patna Junction (715)]

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

[Failure in responding to the telephone calls of the railway passengers at the Patna Junction enquiry counter (716)]

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

[Failure in checking overcrowding in trains (717)]

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

[failure in suppling more bogies for checking overcrowding in trains (718)]

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

[Need to upgrade Railway High School at Danapur (Khagaul) to a college. (719)]

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

[Need to raise the amount of grant being given to Khagaul Municipality by the Railways (720)]

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

[Need to fix pay scale of loco statics staff as per work load and responsibility (721)]

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

[Need to supply uniforms to all statics staff (722)]

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

[Need for proper training arrangement for statics staff. (723)]

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

[Need to pay special allowance to staff working inside the steam sheds in a smoky and dirty atmosphere (724)]

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

[Need for confirming employees after 3 years continuous service and regularisation of service after 6 months casual working (725)]

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

[Need for promotion channel for blocked categories. (726)]

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

[Need to give A.L.F. posts to artisan staff in steam loco sheds like diesel sheds. (727)]

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

[Need to abolish B.T.M. post and promote all present BTMs. (728)]

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

[Need to treat clerks working in Railways as workers under the Factories Act in pursuance of Supreme Court's Judgment. (735)]

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

[Need to depute two gangmen for night patrol duty instead of one as at present on all Railways. (736)]

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

[Failure to reduce court cases and thus save crores of rupees from wastage. (737)]

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

[Failure in giving authorised pay scale to the workahop canteen staff in the Indian Railways. (738)]

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

[Failure to post engineers in charge of tracks with adequate practical experience of track maintenance. (739)]

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

[Failure to recognise All India Railway Permanent Way Staff Association. (740)]

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

[Failure to guard against theft of P.W. materials lying scattered under open sky. (741)]

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

[Failure to fix the norms of P. Way gangs engaged for track maintenance. (742)]

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

[Failure to pin point the track inspection by the engineers. (743)]

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

[Failure to fix definite responsibility for track maintenance by the Assistant and Divisional Engineers. (744)]

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

[Failure to open more dispensaries in railway colonies and supply to the employees all prescribed medicines from those dispensaries. (745)]

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

[Failure to up grade the posts of Key-men and mate. (746)]

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

[Failure in giving minimum wage of Rs. 314/- to the gangmen. (747)].

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

[Failure in classifying gangmen as semi-skilled workers. (748)]

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

[Need for scientific job analysis of each category of P. Way worker and fixing wages on the basis of type of hard duties performed and amount of responsibility shouldered. (749)]

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

[Need to allow holidays or double pay for working on gazetted and public holidays, Sundays, Second Saturday and last Saturday to the Railway employees. (750)]

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

[Need to grant accident and break-down allowance on hourly basis. (791)]

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

[Need for removal of stores responsibility from the P.W.I. (792)]

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

[Need to provide quarters with civil amenities to P. Way workers. (793)]

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

[Need to supply uniforms to P. Way workers. (794)]

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

[Need to abolish system of confidential reports in Railways. (795)]

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

[Need to implement the formula of equal pay for equal work. (796)]

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

[Need to give overtime allowance after working beyond eight hours, (797)]

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

[Need to continue the catering facilities in De-Luxe and all other long-running trains. (789)]

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

[Need to introduce catering system in the Gauhati Mail and Jayanti Janata Express. (799)]

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

[Need to increase the staff in the booking office of the Parliament House for the convenience of the Members of Parliament. (800)]

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

[Need to attach vestibule first class coaches in De-Luxe and Gauhati Mail. (801)]

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

[Need to start the Jayanti Janata and Gauhati Mail from New Delhi at 6 P.M. instead of 7.25 P.M. (802)]

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

[Need to nominate such M.P.s. in the Users' Consultative Committees who attend their meetings. (803)]

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

[Need to nominate only such members the Users' Consultative Committees at all levels who generally take active part in the meetings and their deliberations. (804)]

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

[Involvement of railway officials behind the murder of railway trade union leaders at Gomoh in the Eastern Railways on 11-3-1974. (805)]

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

[Need to have a judicial enquiry into the murder of railway trade union leaders at Gomoh on 11-3-1974 (806)]

SHRI GADADHAR SAHA (Birbhum):
I beg to move :

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

[Failure to take-over the Ahmedpur-Katwa (narrow-gauge) line of Eastern Railway from the company (Mcllod) and modernise it. (813)]

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

[Delay in converting halt at Karmadanga on Ahmedpur-Katwa (narrow-gauge) line into full station. (814)]

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

[Need to maintain good and clean platform at Katwa station. (815)]

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

[Failure to run trains punctually on the Katwa-Ahmedpur (narrow-gauge) line. (816)]

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

[Failure to provide adequate light in the trains. (817)]

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

[Failure to reduce over-crowding in trains on Ahmedpur-Katwa (narrow-gauge) line. (818)]

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

[Failure in utilising the existing facilities for converting stations into crossing stations, strengthening the track between Ahmedpur-Katwa (narrow-gauge) and running additional trains for reducing over-crowding. (819)]

"That the demand under the Head Ordinary Working expenses—repairs and maintenance be reduced by Rs. 100."

[Need for repairing and strengthening the railway track between Ahmedpur and Katwa stations on narrow-gauge of Eastern Railways. (828)]

"That the demand under the Head Ordinary working expenses—repairs and maintenance be reduced by Rs. 100."

[Need for proper repair and maintenance of Katwa-Ahmedpur track in Eastern Railways. (829)]

SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip) : I beg to move :—

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

[Failure to declare Ranaghat-Gede line in the Sealdah Division of Eastern Railway as Suburban line. (856)]

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

[Failure to concede to the public demand to electrify the double line between Ranaghat junction and the border station of Gede in the Sealdah Division of Eastern Railway. (857)]

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

[Need to construct suitable over-bridge and station approach road at the Railway station at Majdia, a big centre of jute-trade on the Sealdah-Gede line of Eastern Railway. (858)]

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

[Failure to check routine delay in running of trains and provide minimum passenger amenities in the Katwa suburban section of Eastern Railway. (859)]

SHRI P. K. DEO (Kalahandi) : I beg to move :—

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

[Desirability to shift the headquarter of the South Eastern Railway to suitable place in Orissa. (897)]

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

[Urgency of construction of the Amagara-Kesinga railway line in S.E. Railway to facilitate movement of traffic from Dandakaranya to Vizag port. (898)]

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

[Urgency of constructing a road over-bridge near Kesinga Railway Station. (899)]

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

[Desirability of extending the Puri-Waltair Express to Katabanji or Raipur. (900)]

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

[Desirability of extending the Dadar-Nagpur line to Vishakhapatnam and vice versa. (901)]

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

[Urgency of taking up the construction of Talcher-Bimlagarh Railway line in S.E. Railway. (902)]

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

[Desirability of extending the first class Howrah-Dongargarh bogie to Nagpur in 30 UP and 29 Down Express. (903)]

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

[Desirability of making the Utkal Express daily and to run via Raipur and Vizianagram on alternate days. (904)]

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

[Urgency of converting the casual workers of railway as permanent incumbents, (905)]

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

[Desirability of prohibiting begging on the railway platforms. (906)]

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

[Desirability of stoppage of the Tata-Madras Express at Narla Road in S.E. Railway. (907)]

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

[Non-availability of wagons for transporting essential commodities from the stations in the Raipur-Vizag section of South Eastern Railway. (908)]

SHRI RAMAVATAR SHASTRI : I beg to move :—

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

[Need to recognise Indian Railway Workers' Federation. (911)]

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

[Need to pay project allowance to the Railway employees where new factories are being built to cover up the enhanced prices of essential commodities. (912)]

SHRI DINEN BHATTACHARYYA : I beg to move :—

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

[Need to increase local trains in Howrah-Bandel, Howrah-Tarakeswar and Howrah-Chandanpore Sections in E. Railway (913)]

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

[Need to build a subway on the northern end of Serampore railway station. (914)]

"That the demand under the Head Open Line Works be reduced by Rs. 100."

[Need to provide more trains to and from Bandel and Katwa Section of E. Railway. (915)]

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

[Need to provide more trains from Sealdah to Dankuni and Dankuni to Sealdah. (916)]

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

[Need to widen the passage from the up platform to booking office of Hind Motor Railway Station of E. Railway (917)]

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

[Need to issue more licenses to hawkers in Howrah-Burdwan, Howrah-Tarakeswar and Ranaghat-Sealdah Section. (918)]

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

SHRI DINEN BHATTACHARYYA (Serampore) : The cut motions I have moved and many of us have also moved, relate to many aspects of the Railways. ...

16.45 hrs.

[SHRI DINES CHANDRA GOSWAMI *in the Chair*].

They relate to passenger amenities, development programmes on the railways, new lines and making suitable provisions for increase in the number of trains specially the local trains in the suburban sections.

The first point or the first motion that I want to move is to see that the top heavy administration in the Railways is immediately

[SHRI DINEN BHATTACHARYYA]

cut into proper shape. Sir, unnecessary expenses incurred on top offices should be reduced.

I wish to submit that this saving that may be utilised for the passenger amenities and for meeting the economic demands of the railwaymen.

So, my request is to do way with or to abolish the Railway Board altogether. This has no function at all, so far as Railway Administration is concerned. On the other hand it makes the position of the Railways critical; it creates problems which can be avoided if the Railway Board is altogether abolished, subject to certain arrangements for the coordination of the zonal Railways being made.

Then, coming to amenities, I wish to draw the attention of the Railway Minister regarding the food arrangements made in the trains. I am sorry to say, this has deteriorated beyond description in the Railways as a whole, especially, long-distance running trains. In the Kalka Mail the system of serving food in the Dining Car has been abolished. Food is given in some wayside stations where too the cost has increased, but the quality has deteriorated. You cannot get food as per your own choice. It is a very simple thing. 'Sukha Chapathi' is not available on the Railways. Whether you like it or not you have got to take those Parathas which are fried in Dalda, this is compulsory..

DR. RANEN SEN (Barasat) : Not Dalda, but worst type of vegetable oil.

SHRI DINEN BHATTACHARYYA : Yes, I agree with my hon. friend Dr. Ranen Sen. Many people do not like to take this because after taking this and after spending money what happens is, you will have to suffer from very many stomach troubles.

Now I come to the Reservation system on long distance and other trains. This point was raised by me and many others too during the discussion on the Budget discussion last year also. Still corruption is there in the big stations, in Howrah,

Bombay, Madras, etc. Here, for the ordinary passengers, for the third class passengers, it is rather impossible to secure reservation in the three tier or two tier sleeping berths without paying something extra to somebody who will go round the reservation counter as tout. This is the sort of regular phenomena in almost all the big stations. We were assured that for Howrah a suitable arrangement will be made so that the passengers may not have to be harassed in getting reservation for the third class. I don't know how far improvement has taken place but it is the general complaint of the railway passengers that it is not possible easily to get any reservation in the Third Class, either in the three-tier or in the two tier.

Then, Sir, a system has been introduced in the railways and the same has been recently published in the newspapers according to which we can reserve berths one year in advance. That system of advance reservation is in vogue in the Southern as well as in the South-Eastern Railways. According to that, we can get our reservations made thirty days to one year ahead of the journey date. But, I do not find any meaning in this system of reservation of berths one year in advance. How is it possible for an ordinary third class passenger to get his reservation made one year in advance? And what is the utility of such a system of reservation? I do not know. I want that the Minister should himself clarify the position. What is the purpose that this will serve? Ordinary people won't be able to fix up their programme one year in advance. That is why I say it is no use continuing this system of reservation of berths one year in advance. Some travel agents take advantage of this new system and manage the reservation of berths for the passengers by taking some extra money from them.

I would, therefore, suggest that this one year system of advance reservation should be done away with. Instead, the reservation should be made for a berth fifteen days or twenty days in advance. One year system of reservation in advance should not be continued in the railways.

Coming to the overbridges on the railways, every year the demand has been made by some hon. Members. In Serampur area on the G.T. Road, there is one railway crossing. This is a very busy railway-line. Therefore, demand has been made from the Members coming from West Bengal that an overbridge should be constructed not only for the pedestrians but there should also be a fly-over constructed so that the vehicular traffic may cross over the fly-over bridge without their being stranded. The only answer to this demand by the Minister everytime is that fifty per cent of the cost must be borne by the State Government.

I can emphatically state that at no time it would be possible for the State Government to bear fifty per cent cost for the construction of this fly-over not only in Serampur but also in Shalimar area. I have seen that there is also serious traffic jam. This requires to be eased. Therefore, there should be a fly-over constructed. For this proposal also, the same explanation is given by the Railway Minister, namely, that the State Government must be prepared to bear fifty per cent of the cost of construction. That is not at all possible. I would humbly request the Railway Minister at least where there is this type of traffic jam in the railway crossing, he sees to it that some sort of arrangement is made by the railways without expecting the State Government to bear fifty per cent of the cost of construction.

After twenty-six years of our Independence, we find still there are so many unmanned gates existing. I do not know what positive step are the Railways going to take to see that every railway crossing gate is regularly manned? I do not know what more expenditure will there for the Railways? What is the use of their taking this plea of meeting the fifty per cent cost of expenditure by the State Government?

As regards locomen, they have brought down the working hours to ten hours. As a result, 30,000 new employment potential will be created by the railways. It is

said that it will be too much of a burden for the Railway Administration. I do not know how Government can explain away their conduct in not providing manning for each gate where there is a crossing, by advancing this type of argument.

Last year I wanted to know from the hon. Minister the number of EMU coaches originating from Bombay VT and Bombay Central, and also the number of local trains or EMU coaches originating from Sealdah and Howrah. So far as my knowledge goes, more trains are provided in Bombay than in Howrah and Sealdah for the commuters in the Howrah-Sealdah region. Lakhs of people have to travel daily by these local trains, and during the peak hours, in the morning as well as in the evening, it is impossible for the passengers to get into the trains. So, I suggest that some more trains should be provided in the Sealdah and Howrah divisions.

Another point when we had raised last year and which I would like to raise this year also is that the Burdwan-Asansol section should also be treated as a suburban section. The Railway Administration says that this is not viable. I do not know what the viability involved in it is. If they cannot do it, at least they must increase the number of trains. I have seen with my own eyes how the daily passengers, workers who are working in the Asansol, Durgapur, Raniganj and other industrial belts in that region are suffering. Even at dead of night, they have to start for their factories. So, some more suitable trains must be arranged in the Burdwan-Asansol section. I received a telegram yesterday asking us to insist that the Asansol-Burdwan section should be treated as a suburban section so that the facilities which are given to the suburban passengers may be provided for the passengers in these areas also.

I do not know why the Katwa-Bandel line is still in the same old condition in which the Britishers had built it. There is only a single line, and very few trains are running there during the 24 hours of the day. Even these trains never run to time. Dur-

[SHRI DINEN BHATTACHARYYA] : ing the last few years, factories have come up and factory workers have to go and report for duty in time in areas in this section. But because of the single line and the irregular running of trains, the passengers who are mostly factory workers are suffering very much. The service in this section should be improved. The same is true of the Seoraphuli and Tarkeshwar section in which lakhs of pilgrims travel daily. But the number of trains is very few. There are always scuffles, skirmishes, taking place between one passenger and another. Vendors are also there who avail of these trains. So if the number of trains, or at least the number of coaches per train, is not increased, these conditions will not improve. If immediately more trains cannot be run, let there be at least more coaches per train. EMU coaches, to cope with this problem.

17 hrs.

The condition of the Sealdah section is horrible beyond description. Everyday there is trouble in the Sealdah south section, Bonga section and Ranaghat section. Seldom do trains run regularly or on time. In the Bonga section where lakhs of people had come over from the former East Pakistan, conditions are impossible. It is the same single line system and very seldom will you find any space in any train compartment even to stand. Very often accidents take place. The Sealdah south section is also in the same condition. I do not know why the double line system has not been introduced in these sections. The result is that travelling in these areas has become risky. If roadways had been giving better service, people would have travelled by that. The condition is so precarious. The question of security is also there. If statistics are given for the last two years, you will find how many cases of theft, snatching of watches, money, etc. in the Sealdah-Bonga, Sealdah-Ranaghat and Sealdah-South sections have been reported to the police and in how many action has been taken. Nobody wants to travel on these sections. Before travelling, he puts his watch into his bag and then gets into the train. This is continuing for

months and months. In the last two years since the rule of Shri Laiti Narayan Mishra's Congress Party in West Bengal, these anti-social activities in trains, both in the Sealdah section and the Howrah section, have increased tremendously and people are afraid to travel. I myself know. One day the railway staff asked me not to go by a particular train from Bandel to Serampur, a short distance.

They say: Do not go by that train, you will be robbed and you will be put to trouble. This is going on merrily. The anti-social elements are carrying on these things. Especially in the Sealdah sections you will not find fans, you will not find even seats. Day after day these are tolerated. There is no arrangement to replace them. You must get hold of the persons who do mischief, but at the same time you must replace these things.

The last point which I am going to make has been repeated several times before, but no clear cut proposal has yet come from the Railway department. What has happened with regard to Howrah-Amra, Howrah-Seakala light railway. The Railway Minister has been repeatedly saying that it would be a broad-gauge line and a survey had been completed. Sometimes Shri Qureshi comes with a statement that if 50 per cent of the cost is borne by the State, then only it will be undertaken. I have seen such a statement in some papers and I do not know whether that is correct. May I request the Railway Minister to come forward with a categorical reply whether the Railway department is prepared to open the broad-gauge line in that area which was called earlier Martin Burn Railway. I do not know why they are hesitating to start this railway. We have been given so many promises and assurances and people are losing confidence. The Prime Minister herself before 1972 elections gave a categorical assurance to the people of that area at an election meeting that if the Congress came to power in West Bengal then the Martin Burn Railway which had been closed would be reopened. But now it is 1974. Another election is coming after one or two years. How will

you show your face to the people of that area ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): You should be happy.

SHRI DINEN BHATTACHARYYA: You can make another promise which will never be fulfilled. Thousands of wage earners bring vegetables every day to Howrah town and Calcutta and they are in difficulties. So it is essential and important for them.

MR. CHAIRMAN: You have made your point; please conclude now.

SHRI DINEN BHATTACHARYYA: I made this point last year also. The Minister gave an assurance. I am here only to say what the people need. What more power have I got? I will have to repeat my pleadings so that it might at least enter their ears.

MR. CHAIRMAN: You have made that point. I have called the next speaker.

SHRI DINEN BHATTACHARYYA: I humbly request that work on the Howrah-Amta and Howrah-Shearkala lines should be taken up at the earliest. With these words, I conclude.

SHRI S. R. DAMANI (Sholapur): Mr. Chairman, Sir, I will confine myself to Demand Nos. 1, 4, 5 and 6. Before I go into the details of this, I have a few words to say.

My friend who has just spoken, has spoken at great length about discipline, about dis-location, about shortages, etc. I would like to ask him, to what extent they are helping in maintaining discipline among workers so that trains are run properly and to what extent they are helping in checking pilferages which are causing great loss to the Railways. They complain about non-availability of wagons, about overcrowding, etc. But, they themselves are responsible for all these undesirable things. Most of the time, they are instigating the workers to do less work and agitate for

more pay, and the result is, trains are not running to scheduled timings; trains are being cancelled; wagons become sick and Railways are not able to show turnover as per estimates. This is a national loss.

Having said this, I come to my other points. The hon. Railway Minister while presenting the Budget as well as, while replying to the debate on the Budget, said that he would try to effect economy in expenditure to the maximum extent. He also said that for increasing the revenue of the Railways, he has tried his best to improve the utilisation of capacity so that revenue could be increased. If you go a little deep and study the figures, you find that no efforts have been made to effect economy in expenditure. I will mention point by point.

Sir, I will first take the Railway Board. The expenditure is increasing every year. The number of Officers is also increasing. Sir, if you compare the proposed figures of 1974-75 with the actuals of 1972-73, the increase in expenditure is 22 per cent—22 per cent rise in expenditure. What is the justification, I do not understand, for such a big rise—22 per cent—in one section alone I mentioned about the Officers. Now, I come to Establishment. Sir, you see how manipulation has been done. In 1973-74, they have shown permanent staff as 1033 and temporary staff 33, excluding class IV of 390. In the name of effecting economy in expenditure and reducing the expenditure, what has been done? The permanent staff which stood at 1033 has been reduced to 885, and the number of temporary staff which was only 33, has gone up to 287. The total has gone up from 1066 to 1172 and class IV 390. Is it the way of effecting economy in expenditure? I do not understand. I would like to know from the hon. Railway Minister, how the number of temporary staff which was only 33 has gone up to 287? I want to know whether permanent staff have been made into temporary staff or some new recruitment has been made. Similarly, how many peons do the officers

[Shri S. R. Damani]:

require? There are 400 peons to serve the officers. Is this economy? All this burden falls on the public exchequer because the minister has tried his best to tax everybody and get money to meet this expenditure. For 1974-75, the expenditure is Rs. 12 lakhs more. This is how the so-called economy measures are taken. I have just given an example under Demand No. 1.

Coming to Demand No. 4, in 1972-73 the actual expenditure on administration was Rs. 92.27 crores. The revised estimate for 1973-74 was up by Rs. 4.47 crores over the budget estimate and now the proposals show that it has gone up by 33 per cent, i.e. by Rs. 18.16 crores, only on administration over the revised estimate. Of course, D.A. has gone up but not to that extent as to warrant an increase of 33 per cent in expenditure. It has been said that certain vacancies have not been filled and on account of that, Rs. 1.63 crores have been saved. But immediately it is said that some recruitment has been made and that is going to cost Rs. 163 lakhs for staff, Rs. 24 lakhs for contingencies, and Rs. 38 lakhs for miscellaneous factors: For stationery, they are spending Rs. 40 lakhs more. This is the so-called economy the Railway Ministry has made in its expenditure!

Then I come to Demand No. 5, which relates to repairs and maintenance. The actuals for this in 1972-73 was Rs. 334 crores; the proposal for 1973-74 went up by Rs. 18 crores in the revised estimate of 1973-74. But in 1974-75 it has gone up by Rs. 77.46 crores over the revised and by Rs. 125.21 crores over the actuals of 1972-73 or 40 per cent. I do not understand why the expenses have risen so high within two years. Further, I would also like to know whether this increase in expenditure is commensurate with increase in revenue. So, I hope the hon. Minister will give us information about the goods and passengers carried so that we can judge whether the increase in expenditure is proportionate or more.

Then I come to Demand No. 6, operat-

ing staff. If we compare the estimates for this year under this head with the actuals of 1972-73, it has increased by Rs. 70 crores or 33 per cent. If we compare it even with the revised estimates of 1973-74 it is more by Rs. 45 crores. On the one hand, they are saying that they are not filling up vacancies. At the same time, we find that the expenses are going up disproportionately.

While the strength of the permanent staff has been reduced the strength of temporary staff has been increased. So, it is only a change of method, a simple manipulation. The Ministry should go deep into the problem and find out why the expenses are so high and why they are increasing.

The railways were considered to be the best, efficient and most disciplined organisation in the country. But during the last three years we find that every day there is a strike. The moment there is settlement of a dispute with one section, there is strike by another section. Some times it is the pointsmen, sometimes guards and at another time loco staff. Why is this happening? It appears that there is something wrong with the management. I do not want to blame the members of the Railway Board or the officers. I do not subscribe to the view of accusing the officers for everything that is happening in the railways. So far as Parliament is concerned, the Minister is responsible to it and he must take responsibility for everything that takes place in the railways.

The Railway Minister says, he is also a politician and, therefore, he has to give time to his constituency, to his State. All Members are elected and they have to look after their constituencies. But when a Member takes up the responsibility and the charge of the Ministry, he should give more time and do justice to the work of the Ministry and, side by side, look after the constituency.

I think, the hon. Minister who is a dynamic person will go through the points which I have raised and try to give us really a good administration.

श्री दास सह्याय बाबे (राजनदागांव) : सभापति जी, रेल मंत्रालय के प्रमुखों की जो मांग सदन के सामने उपस्थित है उसके सम्बन्ध में मैं आपका ध्यान मध्य प्रदेश की और झारखण्ड कला बाह्या ही और आपके माध्यम से रेल मंत्री, जो हमारे निकट बैठे हैं उनसे कहना चाहता हूँ कि भूगोल के अनुपात में, जिनका क्षेत्र मध्य प्रदेश का है और झाबादी के अनुपात में, जिनकी झाबादी मध्य प्रदेश की है, रेलवे लाइन की बहा पर बढ़ी कमी है। यदि बम्बई और कलकत्ता दोनों को न मिलाया जाना तो भूगोल में मध्य प्रदेश में रेलवे का नाम ही न होता। एक रेलवे लाइन चलनी है बम्बई से कलकत्ता जो हमारे राजनाथ गांव क्षेत्र से जानी है और दूसरी जबलपुर से जाती है। अन्तर रेल का क्षेत्र बिल्कुल सूना है। मिण्ड, जहां से मध्य प्रदेश की सीमा शुरू होती है, वहां से यदि आप जबलपुर जायें तो अगर पैदल चयें तो तीन महीने में पहुंचेंगे और साइकिल पर सभयन एक महीने में पहुंच जायें या एक महीने में भी न पहुंचें। कोई साधन नहीं है वहां पहुंचने का जहां पर मिनरल्स है, विपुल मम्पदा है, खनिज-पदार्थ हैं, वहां पर खेती भी है, कायने का भण्डार है, तांबे का भण्डार है जिनके कन्टेन्ट्स बहुत अच्छे हैं, हीरे के खदान भी हैं पत्ता में लेकिन यह बड़े दुख के साथ कहना पड़ता है कि जिन अनुपात में हमको रेलवे लाइन मिलनी चाहिए वह वहां पर नहीं है। हम जानते हैं कि रेलवे मिनरल पंचवर्षीय योजना को सामने रखने हुए इनका प्रत्यायन करेंगे कि मध्य प्रदेश के साथ न्याय किया जायें। मैं श्री ललित नारायण जो से और कुरेजी की से अपेक्षा करना हूँ, प्रार्थना करना हूँ और झाभा भी करता हूँ कि मध्य प्रदेश पर सहानुभूति के साथ विचार करके उसके लिए कुछ उदारता से काम लेंगे।

बागाघाट में जो तांबे की खदान निकली है, बड़े सीमाय की बात है कि खेती क्षेत्र में जो तांबा निकला है वह खानों से, उसमें तांबे के ज्यादा कन्टेन्ट्स यहाँ की माइन्स से है। आप रेलवे लाइन प्रयोजन करेंगे लेकिन हम भागको बना रहे हैं कि जो रेलवे लाइन निकलेगी उसको आप धुई खदान होते हुए राजनाथ गांव से जोड़ दीजिए। जब उससे आप उसको जोड़ देंगे तो बम्बई में कलकत्ता रेलवे लाइन से यह जुड़ जायेगी और फिर वो माल वहां निकलेगा उसको कहीं भी भेज सकते हैं। हम इस झाभा के साथ कुछ मुझसे वना चाहते हैं कि आप धन्य कुछ न कुछ उदारता का परिचय देंगे।

सभी को पता है कि मध्य प्रदेश की एक तिहाई झाबादी हरिजन और श्राविकानियों की है। मध्य प्रदेश की सीमाएं 6 प्रदेशों से जुड़ी हुई हैं। वहां पर बैकवर्ड डिस्ट्रिक्ट्स, पिछड़े हुए जिले हैं। हमारा जिला राजनाथ गांव भी पिछड़ा हुआ है। जब तक वहां पर इन्फ्रा-स्ट्रक्चर का प्रबन्ध नहीं करेंगे तब तक कोई भी इन्फ्रस्ट्रक्चर बहा जाकर इन्स्ट्री लपाना नहीं चाहेंगा। जब वहां पर रेलवे लाइन नहीं, पानी का इन्तजाय नहीं, बिजली नहीं, हमारे कोई साधन नहीं तो फिर वहां पर इन्फ्रस्ट्री का विकास कैसे होगा? इसलिए इन्फ्रा-स्ट्रक्चर में सबसे पहले रेलवे शान्ती है।

फिर बिजली शान्ती है। हमारे पाम खनिज पदार्थ हैं, वन मम्पदा है, अन्न है उमका डोकर देस में पहुंचायेगे। छोटी-छोटी रेलवे लाइनें हैं नैरो गेज की, जैसे खानियर में शिवपुरी, बहुत दिन से सुन रहे हैं कि उसको ब्राड गेज में कर दिया जायेगा। लेकिन अभी तक कुछ नहीं हुआ। मेरी मांग है कि उसको ब्राड गेज में बदल दें। इसी तरह में गोदिया में जबलपुर जो नैरो गेज है, उस को भी ब्राड गेज में बदल दिया जायें। बहुत बार ब्राड गेज में बदलने के लिए कहा जा चुका है। छिदवाडा में भी जो नैरो गेज है उस को ब्राड गेज कर दिया जायें। उज्जैन से भ्रागूर 65 मील का झका है उसको भी कर दीजिए।

हमारे राजनन्दागाव क्षेत्र में एक इस्ली राजहरा है जहां पर श्रायरन और निकलना है, और उसको हम भिलाई स्टील प्लांट को मप्लाई करने हैं। वहां की रेलवे लाइन का सर्वे हो चुका है। बानडीला का सर्वे हो चुका है लेकिन अभी तक काम चालू नहीं हुआ। मैं प्रम्नाय करना हूँ कि इस्ली राजहरा से बानडीला का जो सर्वे हुआ है उस का काम शुरू किया जायें, और इस्ली राजहरा से एक रेलवे लाइन निकाली जायें जो राजनन्दागाव श्राए और राजनंद गांव से खेरागढ़ तहसील होने हुए गन्डई, मोहरा, कावर्धा और जबलपुर से जोड़ दीजियें। तो दोनों रेलवे लाइन जो कलकत्ता और बम्बई की हैं बाया जबलपुर और बाया नागपुर, दोनों का सम्बन्ध जुड़ जाता है और संचार गति हमारी बढ़ जाती है, और खदान जो तांबे की निकली है उसको भी मुविधा होगी। एक पत्र हमने मंत्री जी को लिखा तो उन्होंने कहा कि यह कर्मणियस प्रोपोजीशन नहीं है। यह कर्मणियस प्रीपोजीशन, बहुत कुछ तो रेलवे का

[श्री राम प्रह्लाद पाठ]

सम्बन्ध बृटिलिटी से है। साधारण जनता की सुविधा पट्टा बना है ताकि वह एक जगह से दूसरी जगह जा सके। इस सुविधा के साथ-साथ हमारे पास बस सम्बन्ध और बसिय मरम्मा है और प्रनाज की बड़ी संख्या है इसलिए मध्य भारत की उत्पीड़न से हमें जोड़ना है।

रायपुर से धाप रेलवे जो एक बड़ा गरी महर है, रायपुर से भोपाल जाने का कोई रास्ता नहीं है। रायपुर में इटारली धारवे और इटारली से भोपाल आरवे। रायपुर से राजनन्दगांव धारवे और उन लाइन को धगर छुई खदान और कावर्धा, मडला और जबलपुर जोड़ दीजिये तो जबलपुर से एक गाड़ी जाती है जो रात से भोपाल पहुंचा देती है। यह सुविधा हो जायगी। रायपुर से एक गाड़ी चलेगी जो रायपुर होतें हुए राजनन्दगांव धारवेगी और वहा से कावर्धा, मडला होने हुए, छुई खदान और खेरानड होंने हुए जबलपुर को धगर जोड़ दीजिए तो बम्बई कलकत्ता को चलने वाली दोनो रेल गाडिया से हमारा सम्बन्ध जुड़ जाता है। कमन्सियल इमलिये हो जायगी कि दोनो रेल टुक लाइनो से अब जोड़ देने तब शाली बहुत मिलने और धाप को लाभ होगा। लेकिन पक्ष से ही धगर रेलवे बांटे कर देना कि यह अनकमन्सियल है तो धाप उन को मान लीजियेगा। मैं रेलवे बांटे से भी निवेदन करता हूँ, उसके काम की मराहता करना हूँ क्योंकि धगर उनको क्विटिमाइज किया तो रेलवे लाइन नहीं मिलेगी, मैं उन के कार्य की मराहता करना हूँ, और मैं नहीं चाहता कि रेलवे बांटे भय बर दिया जाये क्योंकि कि वेड नहीं है, धाधें कुरेकी जो और पूरे माननीय सलित नागयण जी। यह मलायम जनता के प्रतिष्ठानो में सब से बड़ा प्रतिष्ठान है, इन को नेबर से काम पडता है। 1973 में 75 हड़तालें हुई और 100 कराड ६० का नुकसान हुआ। इसलिए मन्त्री ने निवेदन है कि धाप रोना हो बड़े मुहुधापी है, कोई हड़ताल होने से पहले ही जो कुछ धापको बेना हो दे दीजिए और हड़ताल की नीबन न धाले दीजिये। क्यों कि हड़ताल से जो धानायात रुक जाता है वह न रुकने पाये। कीयला अपनी जगह पहुंच जाये, बीच सप्ताई ही जाये, उधोव अच्छी तरह से चले, क्योंकि धगर धाप के संज्ञानय ठप हो जायगा तो देश का सत्कार पूरा का पूरा ठप हो जायगा और उत्पादन ठप हो जायगा।

हने धाप में अपेक्षा है, धाप बहुत जल्दी सोच लेते

हैं, निर्णय ले लेते हैं, इस मामले में धाप कर्तृहर है और प्रसिद्ध भी है, तो रेलों का बाकिण धाप के ऊपर थिक्क गया है। मैं सरकारता हूँ कि जल्द सुविधता के उस का प्रयोग करे और वह जो रेलवे लाइनों में बनायी है इनको देने की हुपा करे।

अभी मन्त्री जी से पूछा तो उन्होंने कहा कि पांचवीं योजना में 10 करोड ६० का प्रारंभजन मध्य प्रदेश के लिए किया है। इनमें ६० में मुम्बिल के 100, 150 मील का माइलेज ही हो पावेगा, इसके ज्यादा नहीं हो सकता। एक निवेदन धाप में और है कि मन्ना से रोखा जा 20 मील का टुकड़ा है उन को पूरा कर दे। इसका मर्चे 1951 में हुआ था। इनी तरह ने 1910 में एक सर्वे हुआ था, जिस को 44 वर्ष हो गये, ललिनपुर से गार्डी चलेगी टीकमगढ़, छतरपुर, पन्ना और मन्ना को। विन्ध्य प्रदेश में रबॉन ही नहीं रेलवे लाइन के। 1910 में हम लाइन का सर्वे हुआ होया उनके बाद वह फाइनल में बन्द हो गया, धाप उस को निकलावा कर देवें और जो रेलवे लाइने मीने मजेस्ट की है मध्य प्रदेश के लिए उन के पिछडेपन को देखते हुए, उन की प्रकियनता और बरोबी को देखते हुए, उसकी धरनो में जो छिपी हुई सम्पत्ति है उस को देखते हुए धाप मध्य प्रदेश के साथ उदारता कीजिये और न्याय कीजिये और मई रेलवे लाइन दीजिये ताकि मध्य प्रदेश वाले ममल जाये कि केन्द्र से जा उनकी उपेक्षा हाती रही है परम्परागत, वह धब नहीं होगी और माननीय ललिन नारायण मिश्र के मन्सुब में हम का अधिक से अधिक रेलवे लाइने मिलेगी।

श्री मन्वेन प्रसाद धारब (सीतामढ़ी) सभापति जी, मैं धाप से द्वारा रेलवे मन्त्री जी का ध्यान अपनी बिहार, जा ट्रिनुस्मान में मन्वेन अधिक रिठहा हुआ इलाका है, की तरफ दिवाना चाहता हूँ।

सभापति जी, उत्तरी बिहार के गार्डी यदि नरकटिया गंज से पार्लेजा बाट बाबावर गया ट्रेन से जाते हैं, ना उनको करीब दो घंटी मील की दूरी तय करने में 18-19 घंटे लग जाते हैं। दूसरी बात यह है कि पटना से धिन्नी आना धासात है लेकिन पटना के मन्सरीपुर, दरभंगा, सीतामढ़ी, रक्सौल और नरकटिया गंज जाने में बहुत ज्यादा समय लगता है। इसलिए मैं धाप के माध्यम से रेलवे मन्त्री जी का ध्यान फिर नरकटिया गंज की ओर धारकित करना चाहता हूँ। खोसमड़ी उत्तरी बिहार में नेपाल की सीमा से कहीं 20 मील पर है,

बेचारीयों को 15 मीटर पर है और बुधरी से 15 मीटर की दूरी पर है। इसलिए बुधरा की वृद्धि से भी समस्तीपुर से नरकटिया बंद बाया दरमगा, सीतामढ़ी, बड़ी लाइन की व्यवस्था श्रीमतिश्रीम्र होनी चाहिए। समस्तीपुर से दरमगा तक हवाई मंत्री जी ने बड़ी रेलवे लाइन की व्यवस्था की है और इसके लिए मैं उत्तरी बिहार की जनता की ओर से उन्हें हार्दिक बधाई देता हूँ। साथ ही साथ मेरा उनसे निवेदन यह है कि दरमगा से नरकटिया बंद बाया सीतामढ़ी बड़ी लाइन की व्यवस्था श्रीमतिश्रीम्र होनी चाहिए।

सभापति जी, अभी कुछ दिन पहले तक डी-नक्स गाड़ी में, जो कि दिल्ली से कमकला तक जाती है, शादनिंग कार की व्यवस्था थी, लेकिन करीब दो तीन महीने से वह शादनिंग कार काट दी गई है। इसलिए मैं रेलवे मंत्री जी से निवेदन करूंगा कि जिनकी जल्दी हो सके, शादनिंग कार की पुन व्यवस्था डी-नक्स में, भामाम में और जयेली जनता में होनी चाहिए।

सभापति जी मैं रेलवे मंत्री जी से यह भी निवेदन करना चाहूंगा कि नरकटिया गज से समस्तीपुर होने हुए पत्रनया घाट के लिए एक एक्सप्रेस गाड़ी की व्यवस्था होनी चाहिए। मैंने गज बंद भी इन के बारे में रेलवे मंत्री जी से निवेदन किया था और आज पुन निवेदन करना चाहता हूँ। उत्तरी बिहार के समद-मदस्था ने गज प्रावेदन पत्र भी रेल भवन में जा कर मंत्री जी का दिया था और मंत्री जी ने प्रास्तासन भी दिया था लेकिन मुझे दुःख है कि अभी तक रेलवे मंत्रालय की ओर से जाच-परतान की रिपोर्ट मंत्री जी को नहीं दी गई है। इसलिए मैं मंत्री जी से निवेदन करूंगा कि जिनकी जल्दी हो सके, एक एक्सप्रेस ट्रेन को व्यवस्था नरकटिया गज से पहलेजा घाट तक होनी चाहिए।

सभापति जी, रेल भाडा में और खास कर बड़े श्राम के रेल भाडा में जो वृद्धि की गई है, उसके सम्बन्ध से मेरा निवेदन यह है कि इन वृद्धि का कम करके जितना किराया पहले लिया जाता था उतना ही किराया अब भी मंत्रालय से लेना चाहिए। हमसे जरूर कमी होनी चाहिए।

श्रीमन्, सीतामढ़ी की तरह भी मैं रेलवे मंत्री जी का ध्यान दिनाता चाहता हूँ। सीतामढ़ी, मोटा सीता की जन्मभूमि है, लेकिन अभी तक उन स्टेशन की ओर उचित ध्यान नहीं दिया गया है। वहाँ पर बहुत ज्यादा गन्वरी रहती है। बाघ कन्व बरैरह की व्यवस्था भी बहुत जरूरत है और बोटिन क्व की व्यवस्था इतनी जरूरत है कि वहाँ पर कोई भी वाली नहीं छूट सकेना। रेलवे स्टेशन पर भी इतनी गन्वरी रहती है कि यात्रियों को बहुत काफी तकलीफ होती है। रेलवे स्टेशन के प्लेटफार्म पर स्टाल वाले और दूसरे दुकान वाले धनना दानान लिये हुए बहुत बच्चों में बैठे हुए हैं, जिस से वहाँ पर काफी गन्वरी रहती है। वे वहाँ के स्टेशन मास्टर को मन्वली पैसा देने हैं और उनको वहाँ से हटाया नहीं जाता है। मैंने कई बार ब्रिकायन पुलिसका मे इसके बारे में लिखा है लेकिन फिर भी अभी तक बड़ा कोई सुधार नहीं हुआ है। इसलिए मेरा निवेदन है कि सीतामढ़ी, जहा पर मा मोना जी की जन्म भूमि है रेलवे स्टेशन का सुधार किया जाना चाहिए। मधुरा आदि रेलवे स्टेशन पर आप ने काफी सुधार किया है लेकिन सीतामढ़ी रेलवे स्टेशन पर अभी सफाई आदि की व्यवस्था ठीक नहीं है। सीतामढ़ी रेलवे स्टेशन बहा पर भी मधुरा रेलवे स्टेशन की तरह से सुधार किया जाना चाहिए।

इसके साथ ही साथ मैं यह भी कहना चाहता हूँ कि सीतामढ़ी रेलवे स्टेशन पर अभी तक रिटायरिंग रुम की व्यवस्था नहीं है। वहाँ पर न केवल हिन्दुस्तान के बहुत से लोग आते हैं बल्कि विदेशों के लोग भी आते हैं। इसलिए मेरा मंत्री जी से निवेदन है कि वहाँ पर रिटायरिंग रुम की व्यवस्था होनी चाहिए।

श्रीमन् 1934 में सीतामढ़ी से स्व० महात्मा गाड़ी भी गये थे और वहाँ पर रेलवे स्टेशन पर एक बहुत बड़ी मीटिंग हुई थी। उस स्थान पर एक छाटा सा पार्क बनाया गया है लेकिन पार्क की जिस तरह से सुन्दर व्यवस्था होनी चाहिए वैसी व्यवस्था नहीं हुई है। मेरा निवेदन है कि उस पार्क की काफी सफाई होनी चाहिए।

रेल ब्रह्मो (ओ एल०एन० सिन्ध) वह पार्क बनने का है ?

श्री मन्त्र प्रसाद बाबू जी, हा। मेरा सुझाव है कि इस में एक माली रहना चाहिए और

[श्री मनेन्द्र 'साव यादव]

फूल याचि मे पानी दे सके और उस पार्क का नाम गांधी जी पार्क हो जाना चाहिए।

श्रीमन् मे मन्त्री जी का ध्यान ए०एच० व्हीलर के स्टालों की तरफ बिसाना चाहता हूँ। इलाहाबाद मे उनका स्टाल है और जहाँ भी मैं जाता हूँ हरेक रेलवे स्टेशन पर ए०एच० व्हीलर स्टाल बिछा रहता हूँ। करीब तीन सौ, चार सौ रेलवे स्टेशनों पर इनके स्टाल हैं। मैंने मन्त्री जी से पहले भी निवेदन किया था और आज पुनः निवेदन करना चाहता हूँ कि जितनी जल्दी हो सके, ए०एच० व्हीलर—जिनके नाम पर करीब चार सौ रेलवे स्टेशनों पर स्टाल बिये गये हैं जोकि उन्होंने सबलेट किये हुए हैं कहीं पर दो सौ रुपये महानगर, कहीं पर 150 रुपये माहवार पर उन स्टालों को उनसे ले लिया जाए। ए०एच० व्हीलर एक ब हुत बड़े प्रोप्राइटर हैं और इनकी इन स्टालों से लाखों की आमदनी है। इसलिए मेरा निवेदन है कि इसी महीने प्राय इनसे सभी स्टाल छीन लें। यह इनकी जमींदारी बन गई है, इसको खत्म कीजिए। अभी तक इनकी जमींदारी खत्म नहीं हुई है हालांकि प्रायने बड़े-बड़े जमींदार, राजा महाराजाधो की जमींदारी खत्म कर दी। प्राय पांच करोड़ रुपये प्रिबी-मर्स के रूप मे राजा-महाराजाधो के देने थे। वह सब प्रायने खत्म कर दिया और हमारी पार्टी के नेता इन्फ्राग्राफी ने एक बड़ा क्रांतिकारी कदम उठाया, इसलिए मेरा निवेदन है कि जितनी जल्दी हो सके, प्राय ए०एच० व्हीलर की जो जमींदारी है वर्षों मे, उसको खत्म करें और उन चार सौ रेलवे स्टेशनों पर जो स्वामीय मैट्रोस्टेशन, इन्टरमीडिएट और प्रेजुएट्स हो, उनको वे स्टाल दीजिए। शिक्षित युवक जो आज अपनी जीविका के लिए, अपनी नौकरियों के लिए हड़ताल करते हैं, उनको वे स्टाल दीजिए। गुजरात मे इन लोगों ने हड़ताल की है और अब बिहार में कर रहे हैं। इसलिए मेरा निवेदन है कि स्वामीय युवकों को, जिनकी नौकरी की व्यवस्था हम नहीं कर सके हैं, जोकि मैट्रोस्टेशन, इन्टरमीडिएट और बी०ए० पास हैं और जो बेरोजगार हैं, प्राय ये स्टाल दीजिए, जिससे शिक्षित युवक अपनी जीविका का पालन कर सकें... (व्यवधान) . . श्रीमन् मैं उन विरोधी पक्ष के लोगों में पूछना चाहता हूँ जोकि हड़ताल कराते हैं। हड़ताल क्यों कराते हैं? कभी उधर से और कभी उस तरफ से लोग हड़ताल

करवाते हैं। प्राय यदि चाहते हैं कि रेलवे में सुधार हो और मूल्कों में कमी हो, तो प्राय हड़ताल बन्द करवाए।

डा० लक्ष्मी वाराहण वाग्ळे : प्रायके अपने घर की लड़ाई है। कबो तुमरो को बीच बैसे हो ?

श्री मनेन्द्र प्रसाव यादव : घर की बात नहीं है।

अब थोड़ा सा मैं रिजर्वेशन के बारे में कहना चाहता हूँ। बर्से क्लास रिजर्वेशन के बारे मे मैं जानता हूँ कि पटना रेलवे स्टेशन पर जब यात्री लोग जाते है, तो उनसे कह दिया जाता है कि जगह नहीं है। इसलिए मेरा मन्त्री जी मे निवेदन है कि सभी रेलवे स्टेशनों पर एक साइन-बोर्ड लगा देना चाहिए और साइन-बोर्ड पर लिखा होना चाहिए कि बर्से-क्लास स्वीपर मे इतने स्थान टू-टायर स्वीपर मे खाली हैं और इतने थ्रि-टायर मे खाली हैं और प्रथम श्रेणी मे इतने स्थान बाकी हैं। जहा पर यह साइन-बोर्ड लगा हो, वहाँ पर रातनों की भी अच्छी व्यवस्था होनी चाहिए जिससे यात्री प्रासानी से देख सके कि किस वर्ग के कहां पर बिजनी जगह खाली है। अगर वे यह देख लेते हैं कि बिजने स्थान खाली हैं तो यह जो बूसखोरी चलती है, वह प्राय ही प्राय खत्म हो जायगी।

सोनबर्सा मे मुजफ्फरपुर रेलवे लाइन के लिए भी मैंने पहले निवेदन किया था। मैं निवेदन करना चाहता कि सोनबर्सा मे मुजफ्फरपुर तक पिलर्स भी गड़े गये हैं लेकिन वह काम पूरा नहीं हुआ था। 1912 मे सीतामढी के लोगों ने क्राति की थी और उसमे बहा बा एस०बी०भी० और इन्वेक्टर मारा गया था और हमारे यहा के हजारो युवक जेल मे गये थे। चार पांच धादिमियों को फांसी के तख्ते पर लटकया गया। क्रुद्ध होकर अंग्रेजो ने सनबर्सा मे मुजफ्फरपुर बनने वाली लाइन का बिस्तार स्थाण दिया। इसके लिए कुछ सामान भी वहाँ ड्राप दिया गया था। इसको 1943-44 मे बन्द कर दिया गया और कह दिया गया कि इधर रेलवे लाइन नहीं बनेगी। मेरा अब निवेदन है कि सोनबर्सा/सीतामढी, मुजफ्फरपुर रेलवे लाइन को हाथ से लें। यहाँ पर लोग हजारों की संख्या मे जेल गये थे। फांसी के तख्ते पर लटकाए गए थे। 1942 मे जो रेलवे लाइन बनने वाली थी वह अभी नहीं बनी है। अपने काममिय मे जाकर प्राय देखे कि कहां फाइव वर्षी पड़ी है। उसको रीमक भी लय गया

होगा। इसकी धाप निकलवाएँ और इसकी धोर ध्यात हैं। इसकी दूरी 53 मील की है। सोनबर्सा से उत्तर नेपाल का राज्य शुरू होता है। उधर से सबुवे की लकड़ी, दवा दारु और काफी मात्रा में धान, बाबल धांपकी धा भकती है।

नहरकटियागञ्ज—समस्तीपुर की छाटी लाइन है। यहाँ पर रेल की जो गुमटियाँ हैं उनको धांप देखे। सबके रेलवे लाइन को नाम बार करती हैं। वहा पर रेलवे की गुमटिया बनी हुई हैं। उन पर चौकीदार रहता था। लेकिन एक बार से वहाँ चौकीदार नहीं हैं, उसको हटा दिया गया है, सबको हटा दिया गया है। इसका नतीजा यह हो रहा है कि रेल के बगल में जो जमीन हैं, रेलवे की जो सम्पत्ति है, पिलर धांपि हैं उनको उठा कर लाग में गए हैं और जमीन को दबाते धा रहे हैं। इन बास्ते नेरी प्रार्थना है कि जहाँ-जहाँ पर गुमटियाँ हैं वहा पर धांप चौकीदार नियुक्त करें ताकि रेलवे की सम्पत्ति की रखा हो सके।

SHRI KRISHNA CHANDRA HAIDER (Augsram). I thank you, Sir, for giving me a chance to speak on the Railway Demands.

I would request the hon Railway Minister to improve the condition of Bankurá-Damodar narrow gauge railway line and to introduce EMU coach and more trains in the Burdwan-Asansol Section as also to declare the Burdwan-Asansol section as a suburban section. Further, I would request that the Burdwan-Sahibganj loop line section of the Eastern Railway should be converted into a double line instead of the present single line and to introduce more trains in this section for better connection with North Bihar as also the industrial belt of Calcutta. You know in this line there is the famous Viswa Bhaairi University founded by Kabi Guru Rabindra Nath Tagore.

Further, I would request the Railway Minister to construct a new line from Durgapur to Tatanagar via Bankura.

Another point I would like to mention is that the Sealdah-Gede line should be declared as a suburban line. It is a double

line already and it fulfils all the requisite conditions for consideration as a suburban line.

श्री गायूराम ब्रह्मस्वार (टीकमगढ़) : इन डिमांड्स का ममर्शन करने हुए मैं धांपने कुछ सुझाव देना चाहता हूँ।

मध्य प्रदेश भारत का सबसे ज्यादा पिछड़ा हुआ प्रदेश है। वहा पर एक-तिहाई धाबादी हरिजनो और धांपिबानियो की है। जनना वहा गरीब है। वहा इनकी सम्पदा है, खनिज हैं कि उनका उपयोग हो जाए और धांपावगमन के साधन उपलब्ध हो जाएँ तो उन प्रदेश की धांप्य ब्यवस्था में ही नहीं सुधार हो सकता है बल्कि मारे देश को इससे लाभ हो सकता है।

बस्नर में शल्ली राबरा बेजाड बेलाडीला रेलवे लाइन की बहुत धांपवश्यकता है। बाणघाट में नाम्ने के भडार निकने हैं। वहा धांपर रेलवे लाइन डाल दी जाए तो उन इलाके का काफी विकास हो सकता है।

मध्य भारत और बुन्देलखंड डाकू पीडित क्षेत्र रहा है। मध्य प्रदेश की सरकार के प्रयत्नो के फलस्वरूप वहा डाकूधो ने धांपत्य-ममर्षण किया। धांपर धांप उस क्षेत्र का विकास नहीं हुआ तो उस क्षेत्र की डाकू समस्या ज्यो की त्यो बनी रहेगी। इन बास्ते वहाँ रेलवे लाइन डालनी बहुत जरूरी है। वहा कोई रेलवे लाइन नहीं है। इस बास्ते वहा कोई उद्योग धांपा नहीं लगा पाया है। बिबपुरी से खानियर के बीच में जो छोटी रेलवे लाइन है उसको ब्राड गेज किया जाए। धांपी हाल में बीरपुर स्टेशन में एक एक्सीडेंट हुआ है। उसका एक कारण था। चम्बल का जो पुल बना है। वहा इतना धांपधिक डाल पडता है, इनकी की जो चाल तेज होती है किन्तु उसमें बैकुम नहीं होता है और इन एकदम स्पीड में होने के कारण यात्री बहूँ में गिर गई और कई यात्री मर गए। बसो के लिए यात्री मिलते हैं, ट्रको के लिए माल मिलता हैं तो मैं नहीं समझ पाता हू कि रेलवे लाइन क्यों नहीं चल सकती है, ब्राड गेज क्यों नहीं बन सकती है, दूसरे क्यों लाभ नहीं हो सकता है। इकोनामिक धांपाविधिटी है, धांपाधिक दृष्टि से लाभ कारी है। इन बास्ते धांप इसकी नेरी गेज से ब्राड गेज करने की कृपा करें।

श्री नाथू राम आहिरवार

मुम्बैलखंड क्षेत्र में लगभग पांच हजार डाकुओं ने भारत-समर्पण किया है। मेरा सुझाव है लखनपुर से टीकमगढ़ और कना से सतना को मिलाया जाए ताकि वह बम्बई और कलकत्ता साइन से मिल जाए।

मुम्बैलखंड क्षेत्र में बमोह से टीकमगढ़ और उत्तरपुर और उत्तरपुर से बनुराहो होते हुए नहीवा को मिला दिया जाए ताकि लखनऊ और कलकत्ता साइन से जोड़ा जाए। मध्य प्रदेश सरकार ने पिछले साल स्वीकृति के लिए आपके पास यह योजना इनके सम्बन्ध में भेजी हुई है। जब तक आप इसको नहीं करते हैं तो कोई भी उद्योगपति बहा उद्योग लगाने को तैयार नहीं होगा। क्योंकि वह कहने हैं कि रेलवे साइन नहीं है। जब आपको रेलवे साइन के लिए कहा जाता है तो आप कह बेते हैं कि बहा कोई उद्योग नहीं है इसलिए रेलवे साइन नहीं डाल सकते हैं। यह जो स्थिति है इसमें से कैसे निकला जा सकता है। इसमें जनता की क्या

नसती है। वह क्यों विचारी रहे? वहां काफी बाजार में भजन, लकड़ी, पत्थरी, सज्जियां, कोयला, बैकनीय बहा निकलता है। रेलवे साइन होने से उसका उपयोग हो सकता है। मुम्बैलखंड के विकास के लिए मैं चाहता हूं कि इसका सर्वेक्षण कार्य शीघ्र करायें।

जनता की सुविधा के लिए आप किराया बढ़ाते जाते हैं, कहते हैं कि हमको बाटा होता है। इस बाटे को कैसे पूरा किया जा सकता है, इसे आपकी देखना चाहिए। आपके विभाग के लोग ही आपको कितना नुकसान पहुंचाते हैं इस बारे में आप ध्यान दें।

MR. CHAIRMAN: Shri Ahirwar may continue tomorrow. The House stands adjourned to meet again at 11 A.M. tomorrow.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 20, 1974/Phalguna 29, 1895 (Saka).