

Demand No. 16—Pensionary Charges—Pension Fund

"That a sum not exceeding Rs. 2,96,04,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1972, in respect of 'Pensionary Charges—Pension Fund'."

8—Working Expenses—Operation other than Staff and Fuel

"That a Supplementary sum not exceeding Rs. 1,05,23,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

16—Pensionary Charges—Pension Fund

"That a Supplementary sum not exceeding Rs. 75,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Pensionary Charges—Pension Fund'."

17—Repayment of loans from General Revenues and interest thereon—Development Fund

"That a Supplementary sum not exceeding Rs. 30,53,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

MR. SPEAKER : Now, we would take up the next item, I think, after Lunch.

SHRI HANUMANTHAIYA : May I make a request ? I have to be present in the Rajya Sabha for General Discussion of the Railway Budget at 2 O' Clock, as my friend tells me.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : Rajya Sabha meets at 2.30.

AN HON. MEMBER : No, at 2. O' Clock.

SHRI R. S. PANDEY : Times have changed. Shri Vajpayee should know that.

SHRI HANUMANTHAIYA : This is a formal motion.

MR. SPEAKER : If the House agrees, we may take it up.

13.00 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL*, 1971

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the Financial year 1971-72 for the purposes of Railways.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1971-72 for the purposes of Railways."

The motion was adopted.

SHRI HANUMANTHAIYA : I introduce† the Bill.

I beg to move‡ :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1971-72 for the purposes of Railways, be taken into consideration."

MR. SPEAKER : The question is...

*Published in Gazette of India Extraordinary, Part II, Section 2, dated 25.3.71.

†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.

SHRI RAMACHANDRA BADE (Khar-gone) : I had moved cut motions also. I also sent a chit to you. Even then, I was not given a chance. Now I may be allowed to say a few words on the Appropriation Bill.

SHRI S. L. SAKSENA (Maharajganj) : I also want to say a few words.

SOME HON. MEMBERS rose—

MR. SPEAKER : A number of cut motions are moved by many members. But the practice here is that if the name of a Member is submitted by the party, then that gentleman gets the chance.

SHRI RAMACHANDRA BADE : Those who move the cut motions get preference. This has been the practice before. This time I was not given time. I want to say a few words on the Appropriation Bill.

SHRI S. L. SAKSENA . I am very glad to hear the hon. Minister and see the new atmosphere which he seems to have created by his speech. I only hope that he will implement what he has said. I have gone through some of his A.R.C. Reports. I hope, he will now put them into practice...

MR. SPEAKER . Mr. Shibban Lal Saxena, I did not give you permission to speak. I have not called any hon. Member yet. I was going to adjourn the House for lunch. Anyhow, you are already on your legs. In future, kindly do look to me also. We will take it up after lunch. You continue after lunch.

We now adjourn for lunch to re-assemble at 2 O'Clock.

13.03 hrs.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch three minutes past Fourteen of the Clock.

[Shri K. N. Tiwari in the Chair]

APPROPRIATION (RAILWAYS)
VOTE ON ACCOUNT
BILL 1971—Contd.

MR. CHAIRMAN : Shri Shibban Lal Saksena.

SHRI S. L. SAKSENA (Maharajganj) : Sir, I am deeply pointed to learn what our public projects like Hindustan Steel and others are suffering colossal losses. They argue that they have teething troubles, but what shall I say, Sir, about our Railways? Here too we find they have suffered a loss of Rs. 33 crores and if we take into account the fact that the reserves and the depreciation fund of the Railways have also been eaten up, the amount of loss would exceed Rs. 103 crores. What is the explanation of the Railways for the loss? They cannot argue that they have teething troubles. They are over 100 years old. If nationalised projects like Railways suffered such huge losses in Russia, I think the Prime Minister and the Railway Minister then would have been guillotined. But what would be the fate of these Ministers here—I do not know. But I think they must know that if such losses continue the people who have put them into power will revolt against them. They will want that the Railways and other public projects do not suffer losses. Sometime back, Sir Padampat Singhania, who was a member of this House, told me during a railway budget discussion that if he was given charge of the Railways as a private enterprise, he would be showing at least 25% profits on that capital, but, here we are having continuous losses which is not proper.

I have moved several cut motions. I want to read them. Cut motion No. 54 is : 'Failure of the Railway Board to extend the life of the Co-operative Society of Railway vendors at Ghaziabad railway station to the normal period of three years without any reason whatsoever? Sir, I think two Railway Ministers have gone into the working of this Society and both of them gave a trial period of six months during their regime and there was no complaints in these 12 months. This Co-operative Society is 20 years old and yet the Railway Board has not extended its life to the normal term of three years. I hope the hon. Minister will personally look into this matter,

[Shri S. L. Sakseena]

My Cut Motion No. 56 states about 'Failure of the administration to pay strike period pay to about 3000 workers of the Izatnagar Workshop on N.E. Railway when other employees have been paid.' This is No. 56, in list No. IV. Till this day, they have not been paid their strike period although they have been reinstated. They should be paid their strike period pay immediately.

My Cut Motion No. 64 is about 'Need for construction of a new railway line from Gorakhpur to Maharaj Ganj Nichlaur—Thantibari—Nantanwa.' My Cut Motion No. 65 states about 'Need for construction of a new Railway line from Siswa Bazar—Maharajganj—Pharanda—Dhani—Mehdawal to Khalilabad.' My Cut Motion No. 66 is about the need for construction of a new railway line from Gorakhpur to Bangaon—Barhalganj—Azamgarh.' My Cut Motion No. 67 is about the 'need for the conversion of the metre gauge line from Barabanki to Gorakhpur into Broad gauge line.

These areas, Gorakhpur—Basti—Deoria, are in the tarai belt on the border with Nepal. There are hostile elements like China and Nepal across the border. Chinese forces can come right up to Khatmandu by road. But we cannot send our forces there, because there are no railway lines and roads along the borders on our side.

I hope the hon. Minister will consider all these points which I have mentioned in my Cut Motions. If these lines are constructed it will be of great help to the defence of the Country.

श्री शिवशंकर प्रसाद यादव (खगड़िया) :
समाप्ति महोदय, नेपाल के साथ चीन के बनिष्ठ सम्बन्ध रोड के द्वारा हो गए हैं लेकिन नेपाल के सम्बन्ध हमारे साथ कुछ तनावपूर्ण होते जा रहे हैं। ऐसी स्थिति में सुरक्षा की दृष्टि से उत्तरी बिहार का महत्व बहुत बढ़ गया है। रेलवे को देखते हुए हमारे लिए आवश्यक हो गया है कि उत्तरी बिहार में मुंगेर के पास गंगा में एक पुल हो ताकि वहाँ पत्थर के ढोके लाये जा सकें। मंसी से सहरसा तक दोहरी रेलवे लाइन बनाई जाये। गंगा के कटाव की वजह से नेशनल हाईवे को खतरा हो गया है

और साथ ही मंसी रेलवे स्टेशन को भी खतरा हो गया है। मंसी से एक मील उत्तर एक रेलवे लाइन बनाई गई है और एक हाईवे बनाया गया है लेकिन एक मील बढ़ाने से ही कोई लाभ नहीं होगा क्योंकि खतरा फिर भी बना रहेगा। सुना जाता है कि मंसी से लगभग चार पांच मील दूर तक गंगा की धारा पहले बहती थी इसलिए यह नहीं कहा जा सकता कि किस समय वह लाइन भी कट जाये। इसलिए मंसी की सुरक्षा के लिए गंगा की धारा को मोड़ करके, चड़ी स्थान जोकि मुंगेर में है, वहाँ से बहाया जाये ताकि मंसी का खतरा टल जाये और नेशनल हाईवे व तथा रेलवे लाइन की भी सुरक्षा हो सके।

SHRI MALLIKARJUN (Medak) Mr. Chairman and hon. Members, Jai Telengana !

The hon. Minister of Railways has mentioned that Rs. 800 crores will solve the unemployment problem in the country. I would like to bring to the notice of the House the fact that the hon. Minister has already introduced a Bill worth Rs. 550 crores.

A sum of Rs. 95 crores has been provided for repairs and maintenance in this Bill. So far as maintenance is concerned, there is a practical difficulty. The public works inspector has been given a vast distance to cover. For example, the inspector in my area, namely the Secunderabad division has look after the area from Secunderabad to Wadi. Since this is a vast area, he is not in a proper position to pay adequate attention to proper repairs and maintenance. The Union Government have been spending a huge amount in the name of repairs and maintenance, but satisfactory work has not so far been reported. The result is that every year, during the rainy season, we hear reports about breaches and sometimes the collapse of bridges.

So far as miscellaneous expenditure is concerned, a sum of Rs. 15 crores has been mentioned. But I do not know what administrative and technical factors are involved. Anyway, my humble request is that whatever budget may be passed, let all the

Members of the Opposition and the ruling party put their heads together for the removal of poverty, ignorance and unemployment. Especially, in the present circumstances, when a stable government has been forced with all the mesmerism of Shrimati Indira Gandhi and her charismatic affect, the people outside, who constitute about 56 crores expect much from this Union Government. Let all hon. Members work in a spirit of co-operation and understanding for the progress and prosperity of the country so that our national economy, about which we have been worrying for past few decades can be improved, and the natural resources may be exploited in a proper way for establishing the national economy.

श्री नगेन्द्र प्रसाद यादव (सीतामढ़ी) :
सभापति महोदय, मैं इस अवसर पर आपके माध्यम से उत्तरी पूर्वी रेलवे की और रेल मंत्री महोदय का ध्यान आकृष्ट करना चाहता हूँ। हम रेलवे की प्रति दयनीय स्थिति है और मैं मंत्री जी से अनुरोध करूँगा कि कभी भी वह वहाँ पर चल कर स्वयं हम को देख सकते हैं। हमारे उत्तरी बिहार में स्थिति यह है कि पटना से सीतामढ़ी की दूरी जहाँ से कि मैं आता हूँ वह कोई 80 मील की है। अब हम 80 मील की दूरी को तय करने में 15 घंटे लगते हैं जबकि पटना से दिल्ली आने में जिसकी कि दूरी करीब 700 मील है लोगों को उतना ही समय लगता है जितना कि हम 80 मील की दूरी को तय करने में लगता है। उत्तरी बिहार के लोगों की यह काफी असे में भांग चली आ रही है कि सीतामढ़ी रेलवे स्टेशन के ऊपर एक श्रीवरविज होना चाहिए। साथ ही मैं अपने रेल मंत्री जी से अनुरोध करूँगा कि महेन्द्रघाट से नरकटियागंज तक बाया दरभंगा या समस्तीपुर जो एक ट्रेन चलती है उस गाड़ी को एक्सप्रेस गाड़ी कर देना चाहिए ताकि लोगों को आने जाने में कम समय लगे।

इसके साथ ही साथ समस्तीपुर से नरकटियागंज बाया समस्तीपुर एक बड़ी लाइन खोली चाहिए। बड़ी लाइन के लिए वर्षों से इस

का सर्वे हो रहा है और उस सर्वे की रिपोर्ट भी रेलवे मन्त्रालय में तीन महीने पहले आ चुकी है। इसलिए मैं रेलवे मन्त्री महोदय से अनुरोध करूँगा कि जितनी जल्दी हो सके समस्तीपुर से नरकटियागंज तक बाया सीतामढ़ी दरभंगा एक बड़ी लाइन की व्यवस्था होनी चाहिए।

श्रीमन्, मुजफ्फरपुर से मुनवरसा भी एक नई लाइन की व्यवस्था होनी चाहिए। उसका सर्वे भी किया गया था। पत्थर के पोलम भी गाड़ दिये गये थे लेकिन चूँकि सीतामढ़ी के लोगों ने। अगस्त मन् 1942 के भारतीय स्वतन्त्रता संग्राम में भाग लिया था और अपनी बहादुरी व देशभक्ति का परिचय दिया था इस लिए हुआ यह कि हानाकि पत्थर के पोल्स गड़ गये थे उस लाइन को नहीं बनवाया गया। चूँकि उस समय अंग्रेज लोगो का शासन था इसलिए वहाँ के निवासियों द्वारा भारतीय स्वतन्त्रता संग्राम में भाग लेने के कारण कुछ हो गये और रंज होकर वह जो नई रेलवे लाइन बनने वाली थी उसको उन्होंने बन्द कर दिया। मेरा मन्त्री महोदय से अनुरोध है कि जितनी जल्दी सम्भव हो सके यह मुजफ्फरपुर से मुनवरसा तक नई रेलवे लाइन जिसकी कि दूरी करीब 60 मील की है वह लाइन बना दी जाये।

इसी तरह से महेन्द्रघाट से नरकटियागंज सीतामढ़ी होने हुए जो एक ट्रेन जाती है उसे सीतामढ़ी पहुँचने में करीब 14 घण्टे लगते हैं। उसमें अभी तक एक थर्ड क्लास स्लीपर की व्यवस्था नहीं हो सकी है। मेरा अनुरोध है कि उस गाड़ी में एक थर्ड क्लास स्लीपर की व्यवस्था कर दी जाये।

चूँकि सभापति महोदय घण्टी बजा चुके हैं इसलिए बस में एक मिनट में कैटरिंग के बारे में कह कर समाप्त कर दे रहा हूँ। रेलवे कैटरिंग की व्यवस्था काफी असन्तोषजनक है और मैं उस की ओर मन्त्री महोदय का ध्यान आकृष्ट कराना चाहता हूँ। मैं चाहूँगा कि मन्त्री

[श्री नगेन्द्र प्रसाद यादव]

महोदय बिना किसी पूर्व सूचना के उत्तरी बिहार में चल कर रेलवे की कैंटरिंग का स्वयं अनुभव कर लें और वहाँ पर खाना खा लें तो उन्हें पता लगेगा कि उसके द्वारा कितना खराब खाना रेलवे के मुसाफिरों को रेलवे कैंटरिंग की ओर से खिलाया जाता है। एक ओर हम देश में समाजवादी व्यवस्था स्थापित करने जा रहे हैं वहाँ दूसरी ओर यह रेलवे में ए० एच० व्हीलर का मामला है। ए० एच० व्हीलर जो कि इलाहाबाद के हैं हालत यह है कि करीब 300 बुकस्टाल उनके चलते हैं और सभी जगह सवलेंटिंग चल रही है। वह 200, 300 रुपये में अपने दूसरे आदमी को रत कर रुमाते हैं और मैं आप को बतलाना चाहता हूँ कि करीब 50 000 प्रति मास उनको इमसे आम-दानी होती है। इसलिए मेरा निवेदन है कि जिननी जल्दी हो सके उनके हाथ से यह काम लेकर हमारे देश में जो इन्जीनियर्स, ग्रेजुएट्स आदि बेकार पड़े हुए हैं कम से कम उन शिक्षित युवकों को एक, एक बुकस्टाल रेलवे स्टेशन पर दें।

सभापति महोदय ने जो मुझे इतना समय दिया उस के लिए धन्यवाद।

सभापति महोदय : मेले मन्त्री महोदय। (व्यवधान) मैंने मन्त्री महोदय को बुला लिया है और अब मैं किसी और को बोलने के लिए नहीं बुलाऊंगा। The hon. Minister.

SHRI JYOTIRMOY BOSU : I want just two minutes.

MR. CHAIRMAN : If I allow him, I will have to allow others also. I cannot be partial.

SHRI JYOTIRMOY BOSU : You have already allowed others. The Minister can wait for two minutes.

SHRI K. RAMA KRISHNA REDDY : (Nalgonda) : I would like to say a few words. I was promised some time.

MR. CHAIRMAN : The hon. Minister.

SHRI HANUMANTHAIYA : The Finance Bill has been placed before the House, but the criticisms that have been made by the speakers who have participated in the debate have been more or less on the same lines as those of the thirty-odd speakers who participated earlier. Their main demand is, as my hon. friend Yadavji said, new railway lines and other amenities. I have already made a reply that these matters will be examined and suitable replies will be given, and I have already displayed my earnestness that as many of these things should be done, if possible even outside the Plan resources. The only question is how to find the resources on the ways and means of implementing these local needs.

SHRI JYOTIRMOY BOSU : It has all amounted to lip service in the past.

SHRI HANUMANTHAIYA : The hon. Member has always been rendering voice service, and he is accusing us of lip service. Your service has never been more than voice service.

SHRI JYOTIRMOY BOSU : The premier public sector undertaking of Rs. 3,000 crores you have ruined altogether by over-capitalisation and surrender to the American diesel manufacturers. You will never make a profit. You will have to make people pay either through direct taxation or indirect taxation.

SHRI HANUMANTHAIYA : I appreciate the attitude of the hon. Member and I assure him that I am one of those who will not succumb to any pressure, especially foreign pressure, and I welcome his party's suggestions to tone up the administration. I do not want to see that there is even whispering of any pressure being brought to bear upon the Government of India or any of its branches from one or the other foreign countries.

I do not want to take much time. I am bringing again the full-fledged Budget, and I will be able to accommodate the views

expressed by several hon. Members. I merely move that the Bill be taken into consideration.

SHRI JYOTIRMOY BOSU : Give us an assurance about the light railways. By their abolition and closure, you are putting 40,000 passengers to immense difficulties. You want road transport to take it over. It can never do it. And road transport is foreign investment oriented. You want to stop the railways to bring foreign investment, to cause hardship to the people. This has shown your party's character.

MR. CHAIRMAN : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1971-72 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN . The question is .

"That Clauses 2, 3, the Schedule, Clause 1, the Enacting Formula and the Title Stand part of the Bill."

The motion was adopted.

Clauses 2, 3 the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI HANUMANTHAIYA : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

14.24 hrs.

**APPROPRIATION (RAILWAYS)
BILL,* 1971**

THE MINISTER OF RAILWAYS (SHRI HANUMANTHAIYA) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service

of the financial year 1970-71 for the purposes of Railways."

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways."

The motion was adopted.

SHRI HANUMANTHAIYA : I introduce the Bill.

I beg to move :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1970-71 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : The question is :

"That Clauses 2, 3, the Schedule, Clause 1, the Enacting Formula and Title stand part of the Bill."

The motion was adopted.

Clause 2, 3, the Schedule, Clause 1, the Enacting formula and the Title were added to the Bill.

SHRI HANUMANTHAIYA : I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

*Published in Gazette of India Extraordinary Part II, section 2, dated 25.3.71. Introduced/moved with the recommendation of the President.