

[श्री दरबारा सिंह]

इलेक्ट्रॉनिक ट्रेनिंग इनस्टीट्यूट भी है। इस तरह की जो संस्थाएँ हैं उन पर काफी रुपया खर्च किया है। मैं चाहता हूँ कि जितना रुपया बचाया है, जो ज्यादा भ्रामदनी हुई है वह इस तरह की चीजों के लिए खर्च की जाए, इकोनॉमिक स्तर पर लोगों को रिलाफ देने के लिए काम किए जाए, स्कूल कालेज खोले जाए। रुपया किसी के घर में चला जाए, बड़ी-बड़ी इमारतें बना ली जाए, इसके लिए कभी पैसा इस्तेमाल न हो।

अब यह बिल पास होने ही वाला है। अब आपको डेट फक्स करनी चाहिये इल्लूशन कराने के लिए। ऐसा न हो कि उसको आगे बढ़ाते चले जाए। ऐसा आपने किया तो यह खलनाक बात होगी। इस बिल को आपको फोरी तार पर लागू करके आगे बढ़ना चाहिये ताकि जिस गलतफहमी में आ कर लोग सरकार के खिलाफ प्रचार करते हैं उनके मुह बन्द हो जाए।

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): Mr. Darbara Singh has made some very good suggestions for the future Board which will be elected. He has stated that proper persons should be on the Board and elections should take place early.

18.00 hrs.

I do agree with him that elections should take place early. Sir, after the Bill is passed in Lok Sabha it will go to Rajya Sabha. Then 45 days would be required for holding elections. We will take expeditious steps to hold the elections and before the end of the year it will be completed.

As regards the other suggestion for future Board, I agree with him, when it comes into existence it will be able to act very competently.

MR. DEPUTY-SPEAKER: Now, the question is:

"That the Bill, as amended, be passed."

The motion was adopted.

MR. DEPUTY-SPEAKER: Having regard to the business before the House and also to certain decisions arrived at and agreed to by this House, I have now to consider whether we should extend the sitting of this House today. I have stated before it is somewhat irregular for any motion to come before the House to extend the sitting of the House. The Rules give the Speaker power to determine when the House should adjourn and, of course, Speaker is expected to do everything in consultation with and with the consent of the House. I have had a letter from Shri Raghu Ramaiah requesting that the House should sit beyond this time. If that is the pleasure of this House then we sit till 7 p.m.

18 03 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)—1974-75

MR. DEPUTY-SPEAKER: The House will now take up discussion and voting on the Supplementary Demands for Grants (Railways) for the year 1974-75 for which 3 hours have been allotted.

Demand No. 4—Working Expenses—Administration

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 8,81,82,000 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, 1975, in respect of 'Working Expenses—Administration'."

**Demand No. 5—Working Expenses—
Repairs and Maintenance**

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 23,20,00,000 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, 1975, in respect of 'Working Expenses—Repairs and Maintenance'."

**Demand No. 6—Working Expenses—
Operating Staff**

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 20,16,47,000 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, 1975, in respect of 'Working Expenses—Operating Staff'."

**Demand No. 8—Working Expenses—
Operation other than Staff and Fuel**

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 1,34,25,000 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, 1975, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**Demand No. 10—Working Expenses—
Staff Welfare**

MR. DEPUTY-SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,91,66,000 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, 1975, in respect of 'Working Expenses—Staff Welfare'."

There is a large number of cut motions to these Demands. Hon. Members present in the House who desire to move their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. They will be treated as moved.

SHRI S. M. BANERJEE (Kanpur): Sir, I rise on a point of order. My point of order is my apprehension has come true. Sir, if you see he is demanding Rs. 56 crores and 44 lakhs. That day when it was being presented I had an apprehension and I wanted to put before this House that this must include the amount which is likely to be needed for those thousands of railway employees—whether temporary, permanent or casual—who are still rotting on the streets because of their taking part in the strike of May 1974. We were assured that the cases have been sympathetically considered. The hon. Minister made a statement to this effect. But if you see under no head any amount has been provided for.

My point of order is they must re-submit with a provision whatever provision they anticipate, for all those employees who have been dismissed or discharged if they are taken back, the amount that will be needed if they are taken back, because otherwise, I am afraid that the Railway Board, as they are, may not agree to take them back on the ground that no funds have been provided for.

श्री सधु ललमये : (बाता) मेरा प्वाइंट ग्राफ ग्राडर है। गढ़ बात मुंदा वर्षों मे परेशान कर रही है, लेकिन आज में उस को उठाने की हिम्मत कर रहा हूँ। सब मे पहले मैं ग्राप की तयज्जह संविधान की दफा 112 की ओर खीचना चाहता हूँ। इस में कहा गया है :

"The President shall in respect of every financial year cause to be laid before both the Houses of Parliament a statement of the estimated receipts and expenditure of the

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Government of India for that year, in this Part referred to as the "annual financial statement".

मेरी यह कभी समझ में नहीं आया कि ये दो-दो बजट क्यों पेश किए जाते हैं? दो दो ऐन्नुअल फाइनेशियल स्टेटमेंट क्यों आते हैं? जबकि एक ही फाइनेशियल स्टेटमेंट की आईन में बात है तो दो क्यों आते हैं? एक रेलवे का बजट आता है एक साधारण बजट आता है। एक भरसे से यह चल रहा है और मैं सोच रहा हूँ कि यह जो परिपाटी है आखिरकार इस का आधार क्या है? क्या इस का आधार केवल कास्टीट्यूट असेम्बली (लि.जस्लेटिव) का एक प्रस्ताव है और इस सभा का नियम है? इनके अलावा और कोई कानूनी आधार मुझे मिला नहीं। अब सबसे पहले मैं आप का ध्यान नियम का और दिलाना चाहता हूँ। नियम 213 में यह कहा है

"Nothing here-in-before contained shall be deemed to prevent the presentation of the Budget in two or more parts and when such presentation takes place each part shall be dealt with in accordance with these rules as if it were the budget."

तो मेरा पहला सवाल यह है कि दो बजट की जो परिपाटी है, कन्वेंशन है, इस का आधार वह नियम है और दूसरा यह सब से पहला रिजोल्यूशन है रिगार्डिंग दि सेपरेशन आफ रेलवे फ्रॉम दि जनरल फाइनेंसिंग। यह अग्रजों के जमाने में विधि मंडल द्वारा 20 सितम्बर, 1924 की एकरेंजोल्यूशन पारित किया गया और दूसरा संकल्प रेजोल्यूशन 1943 में किया गया था। जब यह देश स्वतंत्र हुआ तो जो कास्टीट्यूट असेम्बली थी वह जब कानून बनाने वाली जमात के रूप में काम करती थी तो उस ने एक प्रस्ताव किया है। मैं उसे पूरा नहीं पढ़ना। यह 21 दिसम्बर,

1949 को पास हुआ है। उस का मैं केवल पहला हिस्सा पढ़ देना चाहता हूँ जो मेरे काम में आ सकता है :

"This Assembly after considering the recommendations of the Committee appointed in April 1949 to review the convention relating to the separation of railways from general finances which was adopted under the Assembly Resolution dated 20th September, 1944 and in supersession of that and all previous resolutions on the subject resolved:

(a) That railway finances shall continue to remain separated from general finances."

तो, उपाध्यक्ष महोदय, यह प्रस्ताव, यह संकल्प और नियम 213-ये इस परिपाटी के आधार हैं। तो अब मैं पहले मैं आप को निर्णय चाहता हूँ कि सविधान की धारा 112 जिस में फाइनेशियल स्टेटमेंट की बात कही गई है, उस का मेल इन संकल्प के साथ और इस नियम के साथ आप कैसे बैठायेंगे और क्या कभी इस सभा का नियम या कोई संकल्प सविधान को इस स्पष्ट धारा के विपरीत जा सकता है और अगर दोनों में टकराव उत्पन्न हुआ तो श्रेष्ठ कौन होगा? क्या हम के बारे में कोई बहम हो सकती है कि जो संविधान की दफा है उस पर ही हम का चरना है।

रेलवे की स्थिति बड़ी विचित्र है। उपाध्यक्ष महोदय, यह न पशु है और न पक्षी यह विचित्र बात है क्योंकि एक ओर कहा जाता है कि व्यापारिक संस्था है। अगर व्यापारिक संस्था है तो सभी व्यापारिक और औद्योगिक संस्थानों में मजदूरों को बोनस आदि की सुविधा मिलती है, लेकिन रेल मजदूरों को मिलती है क्या? नहीं मिलती है। एक मायने में यह पशु भी नहीं है। अब पक्षी हूँ क्या?

श्री एस० एम० बनर्जी चमगाढ़ है ।

श्री मधु लिमये इन की जो किताब है—इण्डियन रेलवेज -100 ईयर्स—मैंने इस में से एक जुमला लिया है क्योंकि यह बहुत सक्षोप में श्रीर अच्छे ढंग से उस की नीति को रखता है—यह जुमला कहता है —

"They are a state undertaking run by the state, controlled by the state, wholly managed through officers of the state although they naturally they form a separate department of the state"

यह सरकारी विभाग भी है—यानी पक्की भी है—लेकिन इस सरकारी विभाग का जो कारोबार है वह अलग ढंग में चलता है ।

अब जब साधारण बजट आता है तो क्या होता है ? पहले बजट भाषण होता है और उस के बाद तत्काल नये टैक्सेशन प्रपोजल के बारे में फाइनेंस बिल आता है । फिर जो मांगे होनी हैं—अनदाना को मांगे—उन पर हम लागू बहस करते हैं उम क बाद एप्रोप्रियेशन बिल पास होता है और फिर टैक्सेशन प्रपोजल यानी कर सम्बन्धी प्रस्तावों पर चर्चा करने का हम को मौका मिलता है । अब इस रेल बजट में क्या होता है ? हमारे सविधान में यह कहा गया है — कर बँटाने का आधार क्या है—सविधान की धारा 265 में कहा गया है —

"No tax shall be levied or collected except by the authority of law"

लेकिन रेलवे में क्या होता है—रेलवे का कोई फाइनेंस बिल नहीं आता है । मौजूदा जो रेलवे एक्ट है उसी के तहत इन को फेडरल और फेडरल बढ़ाने का अधिकार होता है । मझे आपत्ति नहीं है—लेकिन मैंने बहुत लोगों से पूछा रिस्सर्वेबलों से पूछा—मुझे कोई सतीषजनक जवाब नहीं मिला ।

शायद रेल मंत्री इस पर कुछ रोशनी डाल सकते हैं ? आप के रेलवे एक्ट का सैक्शन 29 इस प्रकार है —

"The Central Government may by general or special order fix maximum and minimum rates for the whole or any part of a railway and prescribe the conditions under which such rates will apply"

उपाध्यक्ष महोदय व्यापारिक सस्थाओं के जो दाम—फैअर्स या फीज वरीरह होती हैं या जो निश्चित की जाती है उस में हम दखल नहीं देते हैं । लेकिन रेलवे अगर व्यापारिक सस्था है तो फिर बोनस दो । अगर बोनस नहीं देना है और एक डिपार्टमेन्ट के रूप में चलाना है तो फेडरल एण्ड फेअर्स जब बढ़ाये जाने हैं तो उस के लिये चर्चा का कोई माक । मलना चाहिये । आज अगर सप्लीमेंट्री डिमाण्ड्स नहीं होती तो आप नोटिफिकेशन के द्वारा फेडरल एण्ड फेअर्स बढ़ा देते और उस पर चर्चा करने का मौका हम को नहीं मिलता है । मुझे पता नहीं है— पी० ए० सी० में रेलवे का मामला आता है या नहीं ?

श्री ज्योतिर्मय बसु (हायमड हार्बर) आता है ।

श्री मधु लिमये मझे यह बात समझ में नहीं आ रही है—आप फेअर्स एण्ड फेडरल नोटिफिकेशन के द्वारा सैक्शन 29 के तहत बढ़ा देते हैं, लेकिन उस को घटाने का सुझाव हम लोग नहीं दे सकते हैं—ऐसा क्यों है ? इस के लिये अगर कोई प्रावधान है तो बतलाइये । श्री ज्योतिर्मय बसु पी० ए० सी० के चेयरमैन हैं, वे अपनी कमेटी की ओर से सिफारिश दे सकते हैं, लेकिन मे भी आप को सुझाव देना चाहता हूँ—आप फ्रंट नहीं बढ़ाइये । अगर आप को आमदनी चाहिये तो बिरला को माल ढाने के लिये जो रियायत देते हैं या सामाजिक कर्त्तव्य या इस तरह के और भी तरीके हैं—लेकिन प्रश्न यह है कि सुझाव कैसे

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दू। जैसे हम कर योजना, टैक्सेशन प्रपोजल के बारे में सुझाव दे सकते हैं—ऐसी ही कोई व्यवस्था रेलवे के बारे में होनी चाहिये। उपाध्यक्ष महोदय, आप को अनुवाद पर निर्भर न रहना पड़े, इस लिये मैं अपने मूल नोटिस को पढ़ कर सुनाता हूँ —

“When we are considering the general budget or general supplementary budget, we get an opportunity to discuss both the demands as well as taxation proposals. While we cannot increase the demands or increase the incidence of taxation, Parliament can suggest cuts through cut motions and amendments. We are denied the opportunity to reduce the burden of railway fares and freights through amendments.”

MR. DEPUTY SPEAKER: What is it that you are reading?

श्री मधु लिमये : मैं अपने मूल नोटिस को पढ़ रहा हूँ—इसे मैंने 22 अगस्त को दिया था—आप जरा इस को देख लीजिये—

दूसरी बात है—

“Under the Railway Act I find no provision for laying of the orders on notifications issued under section 29. So we have no opportunity to move amendments to those orders as can be done in respect of other statutory orders, notifications, rules, etc.”

स्टैंचूटरी आर्डर के बारे में तरमीम अमेण्डमेन्ट दे सकते हैं। मैंने खुद अमेण्डमेन्ट दी है। मुझे पता नहीं—मोमवार को जैसे समय मिलेगा। मेरे स्टैंचूटरी अमेण्डमेन्ट्स का क्या होगा—मुझे इस का खुलासा चाहिये

तीसरी बात—

“When statutory orders, notifications, etc. are laid on the Table,

not only can Members move amendments but they could also be considered by the Committee on Subordinate Legislation. Now I do not know whether our Committee has ever considered or can under the law consider orders, notifications, etc. issued under section 29 of the Railway Act.

उपाध्यक्ष महोदय, क्या मेरे इन तीन प्रश्नों के बारे में कोई निर्णय देगे। यह जो पुरानी परिपाटी है, मेरी राय में इस को खत्म करना चाहिये, इस में सुधार करना चाहिये, सही प्रावधान आना चाहिये। मैं जानना चाहता हूँ—यह रेलवे एक कितना पुराना है ?

रेलवे मंत्रालय में उपमंत्री (श्री सुहृद्मद शफी कुरेशी) : 100 साल पुराना है।

श्री मधु लिमये : उस समय जनता का प्रतिनिधित्व करने वाली कोई पार्लियामेन्ट या पार्लियामेन्ट जैसी कोई सस्था नहीं थी। किराये वृद्धि के, फ्रेट्स एण्ड फेअर्स के बारे में अब हम लोग इन के दुकम पर, डिक्टेट पर चलने के लिये नैवार नहीं हैं, हम को घटान का मौका जरूर मिलना चाहिये।

MR. DEPUTY-SPEAKER: In the first place, why this notice was not placed before me.

श्री मधु लिमये : आप की जानकारी के लिये कहता हूँ। स्पीकर महोदय की ओर से मुझे बनलाया गया है जब सप्लीमेन्ट्री डिमाण्ड्स आयेगी तब लेंगे।

MR. DEPUTY-SPEAKER: When the Chair is to be seized of a problem like this, I think it is proper that those papers should be before me. I had to ask for the papers. I do not think that this is a very happy state of affairs. Anyway, the Railway Minister can reply to this point of order before I give my ruling.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Mr. Limaye had raised this point earlier and written to us and we have sent our reply to him. I shall read out the position.

MR. DEPUTY-SPEAKER: It seems that the hon. Member who raised the point of order has had some sort of a line of communication with the Minister because I see that the Minister has come prepared to reply.... (Interruptions). I am not objecting to that. That only person left completely in the dark is the poor person sitting in this Chair. Anyway I am seized of this problem. My mind is not so slow that I cannot understand what is going on.

SHRI L. N. MISHRA: I came prepared because he had written to us and we knew he would be raising it. We have written back to him also.

The point raised by Mr Limaye has been every carefully considered by the Ministry of Railways and it is found that it is not possible to accept the suggestion. The present procedure, according to which proposals regarding major changes in the fare and freight structure are brought to the notice of Parliament before implementation notwithstanding the enabling powers under Section 29 is adequate. To this, Mr Limaye has also referred

The main purpose of Shri Limaye's suggestion appears to be to have a discussion in Parliament and parliamentary approval to proposals for increasing the railway fares and freight rates as when they are made. In this connection, it may be appreciated that the Demands for Grants are already subject to Parliamentary approval and at that time an opportunity is usually availed of by the Houses of Parliament to discuss the proposals for increase in fares and freight rates.

The Indian Railways Act itself is under scrutiny in the Railway Ministry and it may be that in due course, the Government might come up with

a Bill to repeal, amend or revise certain provisions in this Act, I am inclined to agree that it is out of date. At that time also, Parliament will have an opportunity to discuss the need to change it and valuable suggestions will be made by hon. members. We give the highest respect to the House. In my budget speech, I had suggested that the increase in fares and freight will come into operation from 9th September. But since discussion has been delayed, we have shifted that date from 9th to 15th September. That means, till it is discussed by both Houses of Parliament, we are not going to give effect to the proposals.

SHRI MADHU LIMAYE: When taxation proposals come, we can reduce them

MR. DEPUTY-SPEAKER: I have understood your point.

SHRI S. M. BANERJEE: What about my point of order that no amount has been provided towards the salaries of those employees who are likely to be reinstated?

MR. DEPUTY-SPEAKER: He has no answer to that; I will give you the answer. It is a point of order and ultimately the matter has to be decided by the Chair.

I will first deal with Mr. Madhu Limaye's point of order. I came to the Chair because I had an inkling and somebody whispered into my ear that certain constitutional points of order were likely to be raised and I did not want a repetition of 5th September. That is why I have come here and occupied the Chair even at this late hour.

In the first place, let me again for the second or third fourth time pay my compliments to the hon. members of this House. I am proud of this House and I am proud of the members of this House because each time as our Parliament evolves, as our democracy evolves, we are being ex-

[Mr. Deputy-Speaker

posed to new pressures and they have got to be looked into. We have a tendency to go by rulings in the past by precedents. Precedents are important and we must always pay close attention to them, but it will be very wrong for us to go by precedents blindly.

The other day, there was a ruling given that a certain motion was accepted at a particular time in the past. We never bothered to see whether the ruling was right or wrong. The ruling of the Chair is a ruling. But a ruling cannot over-ride the rules of the House or the provisions of the Constitution. Where a ruling in the past is wrong, we should take a fresh look and correct it, if necessary.

Here is a very ticklish constitutional question raised by Mr. Limaye. I am not saying that I am going to obstruct the whole thing. But let us look into it very carefully. As far as I can understand, what Mr. Limaye is saying is this. He refers to article 112 of the Constitution and he says that, according to the article, there can be only one financial statement in course of a year. That is his contention No. 1.

He also refers to rule 213 of our House which empowers the Government to come before the House with more than one financial statements in course of a year. We had that hair-splitting casuistry the other day when the Law Minister said, there is no Budget, Budget is a misnomer under the Constitution and, yet, in our rules, we have provided for the Budget. Mr. Limaye posed a question, whether the rules could override the Constitution. That is his submission.

The rules say that the Budget can be presented in more than one part. That means, he can come to the House more than once with the Budget. I am talking about the first point, whether the rules can override article 112 of the Constitution or not. That is a very very ticklish question. Why

this Parliament in all its wisdom has made these rules despite this clear provision in the Constitution; Whether the different parts, of the Budget coming in a year are a series or a concatenation of the same annual financial statement. Whether that is the interpretation and that is why the rules allow the Government to come to the House more than once with the Budget. They must have taken that into consideration, that the statement is one and these are one a series of the same statement. That may be one interpretation.

I would like Mr. Limaye refer to article 118 of the Constitution which also gives this House the power to make its own rules and regulations to conduct the proceedings of the House. Acting under article 118, each House of Parliament may make rules for regulating the proceedings subject to the provisions of the Constitutions.

Now, the Parliament in its wisdom has made these rules. It may be that we are not here to interpret the Constitution. But they have made these rules and we have followed these rules. It may be done to the understanding that these different financial statements are, as I said, a concatenation of the same annual financial statement. It is not a question of interpreting the Constitution.

Now, I think, we can dispose it of in this way. We have been following this. At this moment, unless we go into the question very carefully at some latter date, we will have to do what we have been doing. You have mentioned about the Demands of the railways. Your main point is that while we discuss the Demands of the Railways, we can reject those Demands, we can reduce those Demands. It is within our power. That is what you say. In the case of the Finance Bill, where certain taxation proposals come, we can discuss them, we

can throw them out, we can accept or reject them.

But in the case of the Railways, when they come with proposals to increase the fares or the freights, we have absolutely no power. We can only discuss. We may not even discuss. Mr. Madhu Limaye says that they may do that only by a notification they need not even come to the House....

Shri Madhu Limaye: The Minister has said that because the Supplementary Demands are before us, we can discuss increases in freights and fares.... (Interruptions).

MR. DEPUTY-SPEAKER: Order, please. The Railway Minister has come forward with a prepared statement where he has said 'We cannot accept it'. I do not think the question of accepting or not accepting comes here. I think, under the present provisions of the Constitution as they are—I would rather put it the other way—it is the country of the Railway Minister that he comes forward and asks for the opinion of this House even in the matter of increase of fares and freights. It is not a question of your accepting. It is your courtesy that you come here....

SHRI L. N. MISHRA: Out of respect, Sir, and not courtesy.

MR. DEPUTY-SPEAKER: I am saying that, under the provisions of the Constitution, you do not even need to come. You can do it. But, despite that, you are coming because you respect this House. Let us put it that way. I am afraid, I have got to take this as it is unless we do something to change the Constitution.

Now I would read article 110(2):

"A Bill shall not be deemed to be a Money Bill by reason only that it provides for the imposition of fines or other pecuniary penalties, or for the demand or payment of

fees for licences or fees for services rendered, or by reason that it provides for the imposition, abolition, remission, alteration or regulation of any tax by any local authority or body for local purposes."

I am afraid, the railway fares and freights are fees to be demanded for certain services which the Railways are going to render to the community. Therefore, we do not have anything to say about it. They are only fees that you are demanding for certain services. Therefore, let me say again that it is your courtesy that you come here.

Now whether this is in keeping with the present lay state of affairs in our country, whether this is in keeping with democracy and all that, whether the Railway Act as it was enacted 100 years ago is still valid today, that is a very big question. There is a certain validity in this. I am happy that these things are being raised. We have to take a fresh look at these things. But these are matters to be considered in course of time. Therefore, I do not think this should stand in the way of a discussion.

Now, with regard to my friend, Mr. S. M. Benerjee....

SHRI MADHU LIMAYE: He wants that those employees should be reinstated.

MR. DEPUTY-SPEAKER: These are matters for discussion. They are not points of order. You can say that this has not been done and therefore, you would not give money. You are free to say that.

SHRI S. M. BANERJEE: I have already moved Cut Motions.

MR. DEPUTY-SPEAKER: So, they will be discussed. That is all. Shri Jagadish Bhattacharyya.

PROF. MADHU DANDAVATE (Rajapur): I have one submission to make. When an hon. Member raises a point of order, you listen to the

[Prof. Madhu Dandavate]

point of order. If the Minister wants to say something about it, he can make his submission. Then you have to give your ruling....

MR. DEPUTY-SPEAKER: I have done that.

PROF. MADHU DANDAVATE: Here the hon. Minister or Right Hon. Minister, came with a statement,—and if you have carefully noted this, you will see,—saying, “we cannot accept it.” This is not the manner in which generally points of order are dealt with and responded to and it is very wrong.

MR. DEPUTY-SPEAKER: Order please. It is correct in the sense that it is not a question of accepting or not accepting; the Minister has got the assistance of many able officers. When a point of order is raised he makes a submission to the Chair. Government makes a submission to the Chair. And it is for the Chair. The Chair decides.

SHRI L. N. MISHRA: I have written to Mr. Madhu Limaye: in that connection I said, I was telling in that connection, Sir.

MR. DEPUTY-SPEAKER: The Supplementary Demands for Grants are before the House. Now, Shri. Jagadish Bhattacharyya.

*SHRI JAGADISH BHATTACHARYYA (Ghatal): Mr. Deputy Speaker Sir the hon. Minister while introducing the supplementary budget has taken resort to a statement of untruth. He said “the sequence of events which unfortunately culminated into a country wide railway strike in May, 1974, occurred in spite of my best efforts to avert it. He claims that he tried his best to avert the railway strike but all those who were intimately connected with strike will testify that nothing can be more untrue than what the hon. Minister

has stated above. Long before the railway strike actually took place, and even before a formal notice for the strike, was served by the railway workers' unions, the Railway authorities as far back in April, 1974 through a secret circular had issued directions that the trade union workers and their leaders should be arrested. A week before the strike the Government took an extraordinary move. They scuttled the talks unilaterally and in an arbitrary manner that was being held with the leaders of the railway workers, arrested them and put them under detention. Again on 27-4-74 the Government themselves took a decision and cancelled 200 passenger trains. Though all these acts, the Government precipitated the railway strike which was actually not there and made it a must through their own actions. Thus, when viewed in the background of these events, the hon. Minister's statement cannot but be referred a gross travesty of truth. We have further seen that at the meeting of Departmental Heads of the South Eastern Railway held on the 23rd June, 1974 While referring the railway strike it was stated that the strike was God-send and the credibility of the Railway had gone up” Thus we find that when the Railway administration and the Railway Board, by their inefficient administration had crippled the railway finance and had pushed it to deplorable point, they earnestly wanted the strike to take place so that they could conveniently pass on the blame to the railway workers and they could use it as a camouflage to cover up their own failings and misdeeds. What were the demands of the Railway workers? They demanded (i) that they should be treated as an industrial worker and should be given the full trade union rights; (ii) eight hours work, (iii) need based wages; and (iv) parity of wage with the workers of other public sector undertakings. ? Are these

*The original speech was delivered in Bengali.

not very justified demands? Sir, the Miabho Commission has already accepted the railway workers as industrial worker. The I.L.O. convention also held the same view it was shared by the Government of India. The Calcutta High Court have again held that the railway is an industry. Thus when all the above authorities hold the railway workers as industrial workers. What crime the railway workers had committed when they reiterated the same and tried to assert their trade union right to secure a recognition of the fact by the Government. In putting forward their demand, the railway workers had not indulged in any politics, but if any one wanted to make a political capital out of it, it was the railway authorities and this Govt. How did they behave? They made a blatant and brutal use of DIR against the striking railway workers. The country was put under a state of emergency during the Indo-Pak war of 1971. At that time, while introducing the emergency measure, the Minister had given categorical assurance in this House, the provisions of DIR will not be used to suppress trade union activities or to crush democratic agitations in the country. The war was over after a few weeks. The Simla agreement was reached. The prisoners of war have gone back to their country and even Col. Niazi, the person who was responsible for the human carnage in the erstwhile East Pakistan, was allowed to go back home hale and hearty, but the emergency still continues and with that continues the hated DIR. The Government had completely gone back on its words and used the DIR against the striking railway workers. This Government knows that the workers' agitation in the country can only be curbed through DIR and they used it against their own assurances. The Railway Board had spent a few crores of rupees to curb the strike. They had given cash rewards and increments. They had given promotions overnight and had given extensions in services. They had,

above all hired a large number of goondas and had posted them at different places. I have the personal knowledge of the happenings at the Howrah Station. The railway authorities had hired a large number of goondas here and they were paid cash against signature on white paper. Per-day expenditure of the railways on this account was Rs. 14,000. The Government have not given the detailed break up of the expenditure they had incurred during the strike or for crushing the strike. They had paid huge sums on advertisements. These expenditure of the Government remain unaccounted for and today the Railway Administration has come to this House asking for additional sums. It was stated that as a result of the railway strike, the Government had incurred a loss of 200 crores of rupees which they want to recoup through levy of additional freights and fare as suggested in the supplementary budget. All these surely could have been averted if only the Railway Minister and the Railway Board had not behaved in a mad and vindictive manner in dealing the problem. All democratic rights were crushed. More than 25,000 railway workers were arrested and more than a lakh of them were awarded punishment. An unprecedented wave of atrocities was let loose on railway workers, through the good offices of the CRP, BSF, RPF and other paramilitary forces and even the families of the railway workers were not spared. The atrocities were particularly perpetrated at Mizapur, Mughalsarai, Jhansi, Bongaigaon, Ludbing, Kachrapara, Adra and Kharagpur. I have some personal knowledge about the incidents that took place at Adra. In one case the police had gone to arrest a worker in the evening. He was putting on a loongi and was attending to his wife who was a heart patient. He requested the police officials not to shout and to give him some time to change his dress but the police did not heed to his request and dragged him out. In another case a person was dragged out of a laterin and he

[Shri Jagadish Bhattacharyya]

was not allowed to cleanse himself. These are just a few specimens out of an innumerable number. The D.S. Office was not for public approach and passes were issued. I know of a case where a Youth Congress leader was given a pass who could go to the D. S. Office. On his recommendation, many were taken back to work when others were not considered. Thus the strike offered a golden opportunity for the railway officers to settle a score with all those who had incurred their displeasure earlier and even some political parties were given opportunity to make hey.

Sir, today a very large number of railway employees are without any job. 36,000 temporary and 400 permanent railway employees have been thrown out of job in the Adra Division. In N.F. railway a few hundred employees have been sacked out of them 3 are still in jail since March 11, 1974. The Railway Minister often talks of raising the productivity of the railways. Unless all the railway employees are taken back and unless Government amend its attitude to solve the labour problems it would not be possible. The hon. Minister may try to seek comfort thinking that all those who had not taken part in the strike had no problems to put forward. It would be suicidal if he indulges in such self deception. Productivity can never be raised with unhappy and disgruntled workers.

Why should we vote these demands? The trains are running late. They do not provide water, light, fan and good food to the travelling passengers. Then on what moral grounds the Government ask for more funds when even minimum needs of the passengers are not being met. A lot of infructuous expenditure is being incurred by the railways as a result of the use of inferior quality of coal I suspect that there is shady deal in the matter of allocating contracts for the supply of coal and it is time that it is probed thoroughly. And finally I will wind up by referring to the

extremely bad security measures now available in the railways. I will only read out a news item from Jugantar. The news item says that during the last three years in West Bengal 130 passengers succumbed to assassin's knife. During this period one murder was taking place after every ten days, and the rate of death in railways was not so high in any other State. As many as 257 incidents of dacoity and snatchings had taken place during the last 8 months.

If the Government have any sense of respect for law, if they attach any importance to the institutions of High Court and the Supreme Courts, and if they have a modicum of regard of democratic values. Then I would urge upon them, they should honour the findings of an impartial body like the Supreme Court and the High Court and meet the legitimate demands of the railway workers. They should also re-instate all those who are unemployed at present, being dismissed during the last Railway strike.

श्री हुकम चन्द कछवाय (मुरेना) :
सभापति जी, रेलवे की अनुपूरक मांगों पर हम जो चर्चा करने जा रहे हैं, मैं इस सम्बन्ध में रेलवे मंत्रालय का ध्यान कुछ विशेष बातों की तरफ़ दिलाना चाहता हूँ। इन मांगों का अर्थ है कि हड़ताल के दिनों में रेलवे में जो काफ़ी घाटा हुआ है, उसे पूरा किया जाए और किराये बढ़ाए जाएं, यह इन का मुख्य उद्देश्य है, परन्तु रेलवे के अन्दर जिस प्रकार से कार्य चल रहा है, यदि उसे सतर्कता से देखा जाए, तो मेरा विश्वास है कि इन्हें किराया बढ़ाने की आवश्यकता नहीं है और यह जो अनुपूरक मांगें लाए हैं, इनकी आवश्यकता नहीं पड़ेगी।

सभापति जी, कर्मचारियों की उन्नति के बारे में सर्वोच्च न्यायालय ने कुछ फैसलें

दिया था और 9 लाख से ऊपर हो गये हैं लेकिन आज तक उसके अनुसार काम नहीं किया जा रहा है ।

दूसरी बात यह है कि मध्य रेलवे बम्बई के भण्डारों में आज 9 करोड़ से ऊपर का माल रद्दी के सामान की तरह पड़ा हुआ है और उसका कोई उपयोग नहीं हो रहा है और वहां पर पैसे की बर्बादी हो रही है । ताज एक्सप्रेस और दक्खन नवोन के लिए इन्होंने कुछ माल खरीदा लेकिन चार, पांच माल में वह सड़ रहा है और उसका कोई उपयोग नहीं किया जा रहा है । आप की रेलवेज की जगह जगह पर जो वर्कशाप्स हैं उन के भण्डारों में बहुत बड़ी मछियां में स्कूप पड़ा हुआ है और उस का नोलाम कर दिया जाता है लेकिन न उस की छानवान होती है और न कोई अफसर उसे देखता है कि इम में से कौन सा सामान काम में आ सकता है और कौन सा नहीं आ सकता और बिना देखे उस को नोलाम कर देते हैं । उस समय जो खरीदने वाला बाहर का व्यक्ति हाता है, उस से गोपनीय माठ-गाठ कर के कुछ लोग नीलाम कर देते हैं और इम में काफी पैसे की हानि हो रही है । यदि सरकार और रेलवे प्रशासन इस तरफ ध्यान दें, तो मेरा अपना विश्वास है कि इम में बहुत बड़ी मछियां में पैसे की बचत हो सकती है ।

भ्रष्टाचार की जहां तक बात है रेलवे अधिकारियों के प्रति, उस सम्बन्ध में जितना भी कहो वह थोड़ा है । जांच कौन करना है । सभापति जी, रेलवे में एक रेलवे मन्कता विभाग है, वहां उन की जांच करना है और उस में जो लोग हैं वे दूसरे विभागों से 2, 3 साल के लिये आते हैं और वापस चले जाते हैं । आप यह देखिये कि आने ऊ.रके अफसरों के खिलाफ वे कैसे जांच कर सका है और इसलिये उन के द्वारा जो जांच होती है वह ठीक नहीं होती है । इसलिए मेरा निवेदन है कि इस ब्रांच का सम्बन्ध सी०बी०आई० से हो । यह मेरी सरकार से मांग है ।

आज रेलवे के जो प्रमुख अधिकारी हैं हर लाइन में, वह चार, छ साल तक एक ही स्थान पर रहते हैं और इस कारण भी काफी भ्रष्टाचार होता है । तो इस बात का भी ध्यान रखा जाये कि उनकी बदली जल्दी जल्दी आप करें ।

कर्मचारियों की भी शिकायतें विभागों में जाती हैं, सालों तक उनका जवाब कर्मचारियों को नहीं मिलता है । यूनियनों भी कुछ शिकायतें भेजती हैं लेकिन उनके ऊपर भी कार्यवाही नहीं की जाती और वर्षों तक वे पड़ी रहती हैं । एक के बाद एक पत्र भेजे जाते हैं लेकिन उनका कोई उत्तर नहीं मिलता है और शिकायतों का हल नहीं निकलता है । यह इम विभाग में बहुत बड़ी कमी है । रेलवे कर्मचारी जब शिकायत करते हैं और उनको दूर नहीं किया जाता, तो इससे उनके मन में अनन्तोष पैदा होता है और वे ठीक प्रकार में काम नहीं कर पाते हैं ।

रेलवे मंत्री ने अपने 21 अगस्त, 1974 के भाषण में एक बात कही थी हड़ताल के बाद कि एक यूनियन होनी चाहिये । हम भी उममें त्रिन्कुन सहमत हैं । हम भी चाहते हैं कि एक ही यूनियन हो । एक यूनियन बनी है जिसमें 100 मगठन है और इमका नाम है एन० सी० सी० आर० गम० । यह 100 मगठनों को मिल कर बना है । आप "मको म्बीकार कर लीजिये, आपको क्या दिक्कत है । आपने अपने भाषण में कहा कि टूड यूनियन में राजनीतिक नेता न हों लेकिन उनको आज वही चला रहे हैं । मैं एक बात कहना चाहता हू कि ये जहां तक रेल मंत्री का यह आरोप है कि मजदूर यूनियनों पर राजनीतिक नेता हावी हैं उस सम्बन्ध में मेरा यह कहना है कि नेता मजदूरों के पहल हैं और उसके बाद राजनीति के । आपने जो बात कही है, उममें कोई दिक्कत नहीं है लेकिन आप पहले अपने से ही शक

[श्री हुकम चन्द कछवाय]

कीजिये। आपकी एक यूनियन है जिसे एन० एफ० आई० आर० कहते हैं, जिसके नेता श्री ए० पी० शर्मा हैं। उनसे कहिये कि वे कांग्रेस पार्टी से त्यागपत्र दे दें और आपके दल से हट जायें (अप्रबधान)। वे अपने दल से अलग होकर काम करें। यह चीज आपको हमारे बताने के लिये ही है। आप जो उपदेश देते हैं पहले जो आप के घर के लोग हैं उन पर लागू करें। सभापति महोदय, कर्मचारियों की यूनियनों को काफी सद्व्यवस्था चलाते हैं, वे उसके अध्यक्ष हैं और मंत्री हैं लेकिन होता क्या है कि सैकड़ों शिकायतें रेलवे विभाग को भेजी जाती हैं और उसमें सिवाय इसके कि शिकायत हमें प्राप्त हुई, आपका पत्र प्राप्त हुआ और इस पर गौर कर रहे हैं, सिवाय इसके और कुछ नहीं होता है और वर्षों तक पत्र पड़े रहते हैं। मेरे द्वारा पिछले 9 सालों में जो पत्र लिखे गये हैं, उनकी संख्या लगभग 900 के करीब है। वे रेलवे के अन्दर पड़े हुये हैं लेकिन आज तक किसी का निकाम नहीं हुआ। माना प्रकार की शिकायतें की जाती हैं लेकिन होता कुछ नहीं है। आखिर ऐसा क्यों है। इससे समझ मद्दस्यों के मन में भी इस प्रकार की बात पैदा होती है कि रेलवे बोर्ड में जो मठाधीश बन कर बैठे हैं, वे रेलवे मंत्री को कुछ करने नहीं देते हैं और उन पर हावी हैं। इसलिए मेरा निवेदन है कि पार्लियामेंट के सदस्यों के पत्रों को ठीक प्रकार में रखा जाय तथा उनमें सम्बन्धित कठिनाइयों का हल किया जाय।

सभापति महोदय, जहां तक मजदूर सभों के बारे में काम है, इस सम्बन्ध में यूनियनों की शिकायतों पर उचित कार्यवाही की जाये। उन को अधिकार मिलना चाहिये कि वह बातचीत कर सकें।

, अब मैं मंत्री जी का ध्यान एक विशेष बात की तरफ दिलाना चाहता हूँ। मेरे रेलवे के अन्दर यह जो अगुल छाप विशेषज्ञ

लोग हैं, उनके द्वारा जो रिपोर्ट की जाती है उस पर किसी भी प्रकार का अमल रेलवे प्रशासन द्वारा नहीं किया जाता। मैं सरकार से और रेलवे मंत्री जी से पूछना चाहता हूँ कि इन अगुल छाप विशेषज्ञों ने कितनी शिकायतों पर कार्यवाही की है और कितनी शिकायतों की जांच इन्होंने की है। सभापति जी, अनेकों शिकायतें इस बात की होती हैं कि पैसा किसी ने ले लिया और अगुल किसी का लगा हुआ है और ऐसा केम बना है लेकिन ऊपर के अफसर कहते हैं कि इसको मत चलाओ और फाइल बन्द कर दो। इस प्रकार की बात कही जाती है। जो पेट्रोलमैन और गैंगमैन होते हैं वे सामान ले कर आते हैं, यह दिखाया जाता है लेकिन अगुल एक ही व्यक्ति का लगा होता है। सामान का पता नहीं होता कि वह कहा चला जाना है। तो इस तरह की बातें रेल मन्त्रालय में हो रही हैं। मैं मांग करता हूँ कि इनका विभाग अलग में हो और इस विभाग का अधिकारी भी वहाँ हो जो इस विषय का विशेषज्ञ हो।

अब मैं कैंटीन के बारे में कुछ कहना चाहता हूँ। माननीय मंत्री जी से कई बार मैं बहुत चुका हूँ कि बम्बई में दशा क्या है, इसको देखिये। दूसरी रेलों पर भी ऐसा ही है कि लाइसेंस किसी के नाम में मिला हुआ है और प्लेटफार्म पर पाच पाच, छ छ और मात मात हजार रुपये ले कर कैंटीन कोई और चला रहा है। मैं एक उदाहरण देकर समाप्त करता हूँ। आपके जो रेलवे वकील हैं क्या वे ईमानदार हैं? वे ईमानदार नहीं हैं, वे बिकते हैं। एक केस मैंने मंत्री जी और पश्चिम रेलवे के जी० एम० के पास भेजा कि एक व्यक्ति का कोई सामान चारा चला गया। चार पकड़ा गया और पहले भी तीन बार उसको मर्ग्य हुई थी लेकिन इसके बावजूद रेलवे केस हार गई। जिसने माल चुराया और उससे माल बरामद भी हुआ वह पार्टी कहती है कि तुम कितना भी

कहो, हमने सरकारी वकील को दो हजार रुपये में खरीद लिया है। रेलवे अपील में गई वहां भी हार गई।

इसके बाद मैं यह कहना चाहता हूँ कि आज इस रेलवे मंत्रालय को देखने वाले माननीय ललित बाबू हैं। उनके बारे में आज सारे देश में चर्चा का एक विषय बना हुआ है। यह बहुत ही लज्जा का विषय है, प्रधान मंत्री का उनको संरक्षण है**
(Interruptions)

श्री नागेन्द्र प्रसाद यादव : गलत बोल रहे हैं, यह वापस कराया जाय
(व्यवधान)

श्री हुकम चन्द कछवाय : आपके चिल्लाने का मेरे ऊपर कोई असर होने वाला नहीं है। मैं आपसे ज्यादा जोर से चिल्ला सकता हूँ।

सभापति महोदय : कछवाय जी, मेरी दरख्वास्त है कि आप इस लपज को विदड़ा करें।

श्री हुकम चन्द कछवाय : मैं एक बात कहना चाहता हूँ इस विषय में। मुझे कोई दिक्कत नहीं है। सुन लीजिये। यह बात निश्चित है कि सच्ची बात कड़वी सवको लगती है। मैं अपने अनुभव की बात कह रहा हूँ। मैंने लोगों को नारे लगाते देखा है, चिल्लाते देखा है, सारी जितनी रेलवे कालोनीज हैं...

सभापति महोदय : कछवाय जी, नारे बहुत से लगते हैं लेकिन...

श्री हुकम चन्द कछवाय : लेकिन यह नारा बहुत बुलन्द हो गया है।

(व्यवधान) सभापति महोदय, क्या यह अनपार्लियामेंटरी है ?

सभापति महोदय : हां।

श्री हुकम चन्द कछवाय : मैं नहीं मानता हूँ इसको। जनता की भावना है जो मैंने कहा और इस बात को मैंने पहली बार नहीं कहा है।

PROF. NARAIN CHAND PARASHAR (Hamirpur): These words should be expunged.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): This should be expunged from the records.

श्री हुकम चन्द कछवाय : **
(Interruptions)

मैंने एक सच्ची बात कही है**
(Interruptions)

सभापति महोदय : कछवाय जी, मैं आपसे प्रार्थना कर रहा हूँ कि आप अपने इन अश्लाज को वापस ले लीजिये।

श्री हुकम चन्द कछवाय : मैं वापस नहीं करूंगा।

सभापति महोदय : मेरी रूलिंग यह है कि जहां जहां यह अश्लाज इस्तेमाल किये गये हैं इनको एक्सपंज कर दिया जाय।

MR. CHAIRMAN: Shri E. R. Krishnan.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Sir, you have called 3 opposition members in succession. On Monday 3 Congress members should be called first. Please make a note of it, so that whoever progress at that time, may note it.

**Expunged as ordered by the Chair.

*SHRI E. R. KRISHNAN (Salem): Mr. Chairman, Sir, on behalf of Dravida Munnetra Kazhagam, I rise to express my views on the Supplementary Railway Budget. The Railway Minister, by increasing the fares and freights through this Supplementary Budget, has sought to raise additional revenue of Rs. 140.07 crores in the remaining five months of the year. In his February 1974 Budget, he raised a revenue of Rs. 136.38 crores in a period of 12 months. During 5 months, the revenue sought to be raised is Rs. 140.07 crores, while in 12 months the revenue from original budget is expected to be only Rs. 136.38 crores. If you make a comparison of these two, you will find that the revenue sought to be raised through this Supplementary Budget is 100% more than that raised in the original budget. I say this with a view to rebutting the argument of the Railway Minister that the freights have been increased only by 16½% to 22%.

The second class fare has been increased by 20%. From Delhi to Bombay the air fare is Rs. 440/-, while the fare in Rajadhani is Rs. 582/- and it is Rs. 508/- in air-conditioned coach. I would like to know, under these circumstances, whether the railway fares are being increased to augment the railway revenues or to reduce it.

Before I from the Opposition Bench start criticising this Supplementary Railway Budget, I would like to inform you how the ruling party members themselves have condemned the Supplementary Railway Budget proposals in the Congress Parliamentary Party meeting held on 28th August, 1974. Shri Shankar Daval Singh, Shri Stephen, Shri Vasant Sathe, Shri R. K. Reddy, Shri D. C. Goswami have sharply criticised the increases in fares and freights. The Planning Minister, Shri D. P. Dhar has expressed his great dissatisfaction

about the gradual decline in the efficiency of Railway Administration, which would adversely affect the country economic advancement. The Railway Minister's friend from his Home State, Shri Shankar Dayal Singh, has bemoaned that the Railway Minister has become a slave of the Railway Board and if the Railways are to survive, the Railway Board must be abolished. He has also warned that there will be violent agitation in the country if the increases in fares and freights are not dropped. Shri Stephen supported this and added that even the ruling party members would join such an agitation, expressing their solid support to the genuine grievances of the people. Outside this House, the ruling party members have been virulent and vituperative in their criticisms. In order to prove that there is no gap between their profession and practice, they all should vote against these proposals when they come up in the House. This is very necessary if they want to sustain their self-respect. I would like to see whether they are going to be pricked by their conscience or by their Party whip.

The Railway Minister in his speech has stated that, while formulating the budget proposals, he adopted the criteria of public interest, industrial development and social justice necessary for establishing an egalitarian society. He also said that the essential commodities would not be affected by the freight increase. On the same night, his own Financial Commissioner, Shri Bhandari has stated that on account of the freight increase the wholesale price index would go up by 2%, which in consequence would push up the consumer price index.

When you compare the freight offerings in April, May, June, 1974 with that of the same period in 1973, you will find that there has been a decline of 120 million tonnes in the freight offerings. If the freights are

*The Original speech was delivered in Tamil.

further increased, naturally, the offerings would further slump. Similarly, during this period in 1974, the number of railway passengers has also gone down by 150 million, as compared with the same period in 1973. If the fares are further increased, a day may come when the Railway Minister goes out of his job and the Railway Administration winds up under the weight of its own follies.

The Railway Minister in his speech stated that any reduction in the passenger services would be utilised for transportation of essential commodities. But the Railway Board has got a different approach. While the Railway Minister pleads for more number of wagons, the Railway Board has cut down the orders for wagons with the 5 Wagon manufacturing units, on account of which thousands of workers are likely to be thrown out of employment. I wonder who represents the interests of the Railways in our country—is it the Railway Minister or the Railway Board? This news has come in the *Economic Times* of 2 September, 1974. The Heavy Industries Minister, Shri Pal, it is reported, has taken up this issue with the Railway Minister, Shri L. N. Mishra. When more wagons are required to transport essential commodities to various parts of the country to fight the artificial scarcity, I condemn the arbitrary action of the Railway Board in curtailing the orders for the purchase of wagons.

Both the Finance Minister and the Railway Minister argue that the Supplementary Budgets have been brought to control the inflationary pressures. In February General Budget this year the tax burden was Rs. 212 crores and in July General Budget it is 232 crores of rupees. In February Railway Budget this year the burden of increase in freights and

fares was Rs. 136 crores and in July Supplement Railway Budget it is Rs. 140 crores. The total tax burden in 1974-75 has come to Rs. 740 crores. The tax burden imposed on the people of the country in the Mini Budgets is much heavier than that imposed in the main budgets this year approved only 5 months ago. Is this going to control the inflation or is it going to fan further the fire of inflation in our country?

There is widespread scarcity of essential commodities in the country. During the past 3 years, there was alarming industrial stagnation. There is price spiral of a vicious nature. Yet, during the period 1961 to 1974, the freights have been increased eight times. I wonder whether this will control inflation or the population by causing starvation deaths in the country. Prices of coal, sugarcane, fertilisers, edible oil, iron ore, cotton etc. will go up. The prices of every day consumer items like charcoal, vegetables, oil as a result of not exempting oil seeds from the freight increase, household goods like aluminium vessels will be pushed up. Consequently, the Dearness Allowance of the employees will have to be increased, which in turn will increase the administrative expenses to gigantic proportion. To meet the growing administrative expenditure, the Government will have to levy further taxes etc. This is what we have been seeing for the past so many years in our country.

Sir, the leaders of all the Chambers of Commerce and Industry in our country have unanimously expressed the view that on account of faulty wagon turn round and absence of economy in the administrative expenses the Railway revenues are dwindling year after year resulting in the need to increase of freights and fares beyond all proportions. During the period 1971 to 1974, the freights have been increased by 37 per cent. On August 25, 1974, the newspapers of

[Shri E. R. Krishnan]

Delhi revealed that 400 wagons in Jaipur and 753 wagons in Delhi had been detained for one reason or the other. The Deputy Railway Minister, Shri Quereshi, stated on the floor of this House that unless the traders cleared the goods within 7 days, they will be confiscated and sold in the Super Bazars. I welcome such an imaginative step. At the same time, I would like to request the hon. Deputy Minister that he should take steps for cancelling the licences of these traders also.

In the *Times of India* of 28th August, 1974, under the captioned Article 'Porters Fleece the Passengers at the Railway Stations' it is categorically stated that there is full complicity of the Railway Police and Railway employees in the smuggling of controlled commodities, in bribery and corruption, due to which the Railways lose substantial revenues. If corruption, bribery and such other malpractices among the Railway employees are curbed effectively, the Railway Minister would be able to collect this sum of Rs. 140 crores which he wants to collect by increasing the freights and fares. The amount of compensation annually paid by the Railways on account of thefts and pinching of products sent through the Railways is Rs 50 crores. The loss of revenue through ticketless travel is about Rs 100 crores. The loss on account of thefts of Railway property annually is Rs. 100 crores. The loss on account of damage to Railway properties in agitations etc. is of the order of Rs 50 crores. If the Railways exercise greater control and check on these things and minimise this loss of Rs. 300 crores annually, there would be no need to impose this heavy burden of Rs. 140 crores in 5 months on the people of our country. From whatever angle I see, I am unable to approve of the proposals in the Supplementary Railway Budget

In conclusion, I would refer to certain problems being faced by the people of Tamil Nadu. Cuddalore to Bangalore via Salem train was started by the then Deputy Railway Minister, Shri Ramaswamy. During the past 6, 7 months, the train is not running and the track is getting rusted. I would request the hon. Deputy Minister that he should restore this train immediately for the service of the local people.

Now that the Calcutta High Court has given its judgment, the Railway Board should reinstate all those suspended and dismissed Railway employees who participated in the recent strike. Their break-in service should be condoned. Their houses should be restored to them.

The hon. Railway Minister sanctioned the Tirunelveli-Kanyakumari line via Erawadi. But the local authorities have not yet started the work on this line. I would like to request the hon. Deputy Minister that he should look into this and do the needful.

In Udumalpettai and Pollachi taluks, of Tamil Nadu, for want of wagons, gypsum in huge quantities are lying in heaps and heaps. Adequate number of wagons should be supplied in time so that the cement factories in this area can start their production

In the end, I would like to point out that 58 diesel engines from Erode Loco-shed have been transferred to South-Central Railway, while there is more than enough demand in Southern Railway for diesel engines. I would request the hon. Railway Minister to look into this matter and do the needful. We in Tamil Nadu have been hearing frequently about the proposal to stop the Mettuppalayam-Ooty train. Sir, Ooty is known as the Queen of Hill Resorts. If this train is stopped, the tourist traffic in Tamil Nadu will dwindle. I would appeal to the Railway Minister that he should make a categorical

statement indicating that there is no truth at all about the proposal to stop this Mettupalayam-Ooty train.

With these words, I conclude my speech.

SHRI JAGADISH BHATTA-CHARYYA: I beg to move:

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Excessive cost of maintenance of Railway tracks. (1)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[Failure to appoint men at all railway crossings. (2)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[Failure to stop the supply of low quality of coal for the engines. (3)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[Failure to discontinue the use of unfit steam engines. (4)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to run an express train between Adra and Howrah in S.D. Railway (5)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Failure to convert the B.D.R. line into broad gauge line (6)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[Failure to electrify the line from Kharagpur to Adra in S.E. Railway (7)].

"That the demand for a supplementary Grant of a Sum not Exceeding Rs. 23,20,00,000 in respect of Ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[Failure to provide better waiting halls and office accommodation at Bankura and Garhbeta railway stations on the S.E. Railway. (8)].

"That the demand for a supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Continuous late running of trains in S.E. Railway. (9)].

"That the demand for a supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Lack of amenities for passengers in the trains of the Adra Division in S.E. Railway. (10)].

[Shri Jagdish Bhattacharya]

"That the demand for a supplementary Grant of a sum not exceeding Rs 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs 100"

[Failure to stop theft of goods from the Railway Yards and running trams (11)].

"That the demand for a supplementary Grant of a sum not exceeding Rs 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs 100"

[Failure to stop ticketless travelling. (12)]

"That the demand for a supplementary Grant of a sum not exceeding Rs 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs 100"

[Failure to provide attendants in first class compartments (13)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs 2,91,66,000 in respect of ordinary working expenses—Staff welfare be reduced by Rs. 100."

[Failure to provide quarters with proper sanitation facilities to workers (14)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,66,000 in respect of ordinary working expenses—Staff welfare be reduced by Rs 100"

[Failure to supply food-stuff and essential commodities at a subsidised rate to workers. (15)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of

ordinary working expenses—Administration be reduced by Rs. 100."

[Wastage of railway materials for want to proper arrangement. (16)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Suspension of working during the last railway strike (17)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Misbehaviour of the police towards the workers during the last railway strike. (18)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Spirit of vengeance with which some officers are treating the casual workers dismissed during the last railway strike (19)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs 100"

[Lack of security of the passenger travelling in the Sealdah section of the Eastern Railway. (20)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Inadequate medical facilities for the railway workers. (21)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Spending of money on propaganda by the Railways during the last railway strike. (22)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Arrests of the railway working during the last strike. (23)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to take back the casual workers retrenched during the railway strike. (24)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Failure to take back the workers dismissed during the railway strike (25)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to institute an official enquiry into the working of the D. S. Office at Adra, S.E. Railway. (26)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to reinstate the workers dismissed during the last railway

strike in the South Eastern Railway. (27)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need to pay compensation to the workers and their families subject to inhuman atrocities by the police during the last railway strike. (28)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to withdraw false cases against the workers in the last railway strike. (29)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to abolish the Railway Board. (30)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to make the railway electrification workers permanent in their jobs though they have been serving the Railway for the last ten to fifteen years. (31)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to revive the trains cancelled during the last strike. (32)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of

[Shri Jagdish Bhattacharya]

ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to sanction bonus to the railway workers. (33)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to employ adequate number of employees from Scheduled Castes, Scheduled Tribes and other minority communities. (34)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to pay salary to the striking workers for the strike period. (35)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to connect Agartala with a railway line. (36)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to reduce the second class passenger fare in all trains. (37)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to replace the work out first class compartments on Asansol-Puri line. (38)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Failure to stop the unusual delay in starting the trains at Adra station on the S.E. Railway. (39)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 20,16,47,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100.”

[Non-implementation of the assurances given to the loco-running staff. (40)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 20,16,47,000 in respect of ordinary working expenses—Operating Staff be reduced by Rs. 100.”

[Autocratic way of working of the Railway Board. (41)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100.”

[Inability to effect economy in the use of stationery. (42)].

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100.”

[Irregular supply of uniforms to the railway workers. (43)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,66,000 in respect of working expenses—Staff Welfare be reduced by Rs. 100."

[Failure to provide adequate facilities for the education of the children of railway employees. (44)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,66,000 in respect of working expenses—Staff Welfare be reduced by Rs. 100."

[Failure to replace tin sheds by pucca sheds in railway quarters for the railway workers (45)].

SHRI P. G. MAVALANKAR: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to restore normalcy and a climate of confidence among lakhs of railway employees in whose sustained and devoted work and spontaneous loyalty depends the efficient and smooth running of the Indian Railways. (46)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to put an end forthwith to all kinds of victimization of the railway employees after the recent strike. (47)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in the respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to implement fully, speedily and honestly the categorical assurance given on the floor of the House earlier this month by the Hon'ble Prime Minister that Government will examine all cases of striking and other railway employees who have been dismissed or suspended or punished with sympathy and from the human angle. (48)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to refrain from indiscriminate and arbitrary arrests of hundreds of Railway Employees before and during the recent strike. (49)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to check the repressive and even brutal behaviour of the police towards many workers and their families during the recent railway strike. (50)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to restart several passenger trains in Gujarat which were cancelled in the wake of and during the recent strike (51)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to start immediately the work on conversion of metergauge into broad-gauge of the Delhi-Ahmedabad line. (52)].

[Shri P. G. Mavalankar]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to complete expeditiously the electrification of the broad-gauge line between Sabarmati and Virar, so as to start the passenger and fast trains between Ahmedabad and Bombay. (53)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to start soon the construction of the Bhavnagar-Tarapore new line. (54)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to prepare concrete plans for constructing a new railway line on Kapadwanaj Modasa meter-gauge tract in Gujarat. (55)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to provide manned gates on at least such of the railway crossing where the danger of accidents has been provided to be real in the recent past. (56)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to curb effectively the racket that is going on openly and blatantly with regard to reservations causing considerable inconvenience

to bonafide, honest, law-abiding passengers. (57)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to start a direct new railway train from Ahmedabad to Varanasi via Kanpur and Allahabad. (58)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to operate at least one additional fast train between Ahmedabad and Bombay to meet the heavy daily traffic. (59)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Failure to resume the Air-conditioned Chair-car De-lux train between Ahmedabad and Bombay. (60)].

"That the demands for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Failure to give facilities of a direct through bogey from Ahmedabad to Madras via Dadar, Bombay with the Bombay-Madras Mail. (61)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to provide simple but good food and refreshments in the various

Restaurant Cars on the Indian Railways. (62)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to provide a regular and adequate wagon-quota to salt Industries in Saurashtra and Kutch for expeditious lifting of the salt from the places of production to centres of sale and distribution. (63)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to improve the present erratic, uncertain and inadequate wagon allotments in the Western zone which results into irregular and undependable coal supplies making it difficult for the proper and efficient running of industries and power houses in Ahmedabad and Gujarat. (64)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to drastically deal with the continuously rising corruption and malpractices in the railways, from top to bottom, causing untold harassment, hardship and financial losses to countless passengers and firms, throughout the country. (65)]

SHRI R. V. BADE: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to make permanent the railway civil engineers who have been in service for the last ten years or more. (66)].

"That the demand for a Supplementary Grant of a sum not exceed-

ing Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure of the Railway (Central and Western) to fulfil the assurance of the Railway Minister in the House regarding the reinstatement of suspended and dismissed workers who took part in railway strike. (67)].

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Anti-labour policy of Government. (68)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to abolish the useless Railway Board. (69)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Use of fascist methods for suppressing the labourers during the last railway strike (70)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Infructuous expenditure of hundreds crores of rupees in the process of suppression of the railway strike. (71)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to treat railway workers as industrial workers and to give them

[Shri Ramavatar Shastri]

the benefits available to industrial workers. (72)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to check increasing corruption among railway officers. (73)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to withdraw all types of proceedings instituted against the workers during railway strike. (74)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to withdraw all court cases pending against the railway workers (75)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[*Failure to grant recognition to Indian Railway Workers Federation and All India Railway Employees Confederation. (76)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to check the late running of trains. (77)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of

ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to resolve the controversial issues through negotiations with N.C.C.R.S. (78)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Failure to grant bonus to railway workers. (79)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[*Failure to constitute a Committee of the Members of Parliament to enquire into police atrocities committed on workers during the strike at Mugal Sarai, Danapur, Katihar, Jamalpur, Barauni, Samastipur, Darbhanga, Dhanbad, Gaya and other centres in the country (80)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[*Demolishing of the combined office building of Railway Employees Coordination Committee and N.C.C.R.S. of Dhanbad and theft of its property worth Rs. eight thousand. (81)]*

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100"

[*Failure to double Patna-Gaya line in view of the heavy rush of passengers and to avoid bottleneck of traffic. (82)]*

"That the demand for a Supplementary Grant of a sum not exceed-

ing Rs. 23,20,00,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to provide sheds at Parsa Bazar, Nadwan, Pothahi, Nadaul stations on the Patna-Gaya line of Eastern Railways. (83)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Need to expand Patna Ghat Railway yard for the benefit of traders. (84)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100.”

[Need to lay new railway line from Bihta to Daltonganj and Aurangabad via Bikram-Paliganj-Arwal. (85)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to condone break in service of lakhs of employees who took part in railway strike. (101)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to withdraw the cases of suspension, discharge and removal against the striking railway employees. (102)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Continued detention of railway employees under MISA in West Bengal. (103)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to withdraw legal proceedings instituted against the Railway employees at the time of railway strike. (104)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to release employees detained under MISA in the wake of work to rule movement launched by the Indian Railway Loco Mechanical Staff Association from 24th November, 1973 to 24th January, 1974. (105)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100.”

[Failure to withdraw the cases against the employees affiliated to unrecognised railway employees unions. (106)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100”

[Failure to check blackmarketing. (107)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100.”

[Shortage of forms and stationery in railway office. (108)]

“That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,66,000 in respect of ordinary working expenses—Staff welfare be reduced by Rs. 100.”

[Shortage of essential drugs in railway hospitals. (109)]

[Shri Ramavatar Shastri]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,86,000 in respect of ordinary working expenses—staff welfare be reduced by Rs. 100."

[Unsatisfactory arrangements of canteens for railways employees. (110)]

PROF. S. L. SAKSENA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need for construction of a new railway line from Gorakhpur to Maharajganj via Nichloul-Thuntibari Bhaisalotan. (86)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need for construction of a new railway line from Nautanwa to Lumbini garden in Nepal. (87)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need for construction of a halt station at Lal Bahadur Shastri Nagar situated two miles south of Anandnagar on Gorakhpur-Nautanmi loop line on N.E. Railway. (88)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100"

[Need for construction of a halt station at Gurli between Siswa and Khada Railway station situated three miles north of Siswa on

Gorakhpur Chitauri loop line on N.E. Railways (89)]

SHRI S. M. BANERJEE: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to reinstate all Railway employees who were discharged, dismissed, and removed from service due to strike in May, 1974. (90)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to abolish Railway Board (91)]

SHRI P. M. MEHTA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to reinstate 125 railway employees of Bhavnagar Division after the strike. (92)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Misuse of powers in the name of "rewards" to so-called loyal railway employees. (93)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 23,20,000 in respect of ordinary working expenses—Re-

pairs and Maintenance be reduced by Rs. 100."

[Need to repair, improve and maintain second class coaches of Western Railway. (94)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Failure to reintroduce trains cancelled due to shortage of coal in Bhavnagar Division of Western Railway. (95)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Failure to provide wagons by Western Railway for lifting salt from Bhavnagar and Kutch. (96)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 2,91,66,000 in respect of ordinary working expenses—Staff welfare be reduced by Rs. 100."

[Need to construct Hostels at Bhavnagar for the school and college going children of the Western Railway employees. (97)]

SHRI BHOGENDRA JHA: I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Grant of recognition to unaffiliated unions on N.E. Railway. (111)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to abolish the Railway Board. (112)].

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 20,16,47,000 in respect of ordinary working expenses—operating staff be reduced by Rs. 100."

[Failure to give project allowance to the workmen of Barauni-Gadhara Project on N. E. Railway and to withdraw cases against them, ignoring the written assurance given by the Union Labour Minister during the 33 day strike in 1969. (113)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 20,16,47,000 in respect of ordinary working expenses—Operating staff be reduced by Rs. 100."

[Failure to withdraw cases of retrenchment, dismissal against all the railway employees connected with the last country-wide strike. (114)]

"That the demand for a supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Hike in III class fare. (115)]

"That the demand for a supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Shri Bhogendra Jha]

[Failure to check the thefts of goods and ticketless travelling in railways. (116)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Delay in restoring Mauratha and Korhia halts in Samastipur Division of N.E. Railway. (117)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Delay in laying a new railway line from Jhanjharpur to Lokha Bazar in Samastipur Division of N.E. Railway. (118)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100"

[Need to construct new railway line between Laukaha-Jainagar and Sitamarhi in Samastipur Division of N.E. Railway. (119)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Delay in constructing a new line between Sakri-Hasanpur in Samastipur Division of North-Eastern Railway. (120)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Delay in the construction of a broad-gauge line from Samastipur to Darbhanga on North Eastern Railway. (121)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Failure to convert Samastipur-Khagaul line on N. E. Railway into a broad-gauge line. (122)]

SHRI M. KATHAMUTHU—I beg to move:

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to provide budget allocation to strengthen the railway track between Mannargudi and Nidaman-galam. (125)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Failure to complete the electrification work between Madras and Vijayawada. (130)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need to restore all the passenger trains cancelled during Locomotive strike in Branch lines in Southern Railway. (131)]

"That the demand for a supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses—Administration be reduced by Rs. 100."

[Need to restore all the passenger trains between Mayuran Jn. and Tranquebar, Peralam and Karaikal, Mayuram Jn. and Karraikkudi, Tourthuaipoondi and Point Calimure, Thanjavur and Nagore. (132)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Failure to exempt fish parcels from the levy of supplementary charges. (151)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Need to make it clear that proposed supplementary charges will not be levied on salt. (152)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100"

[Failure to allot and provide regular and adequate wagon quota for salt movement from Veeraranniyam in Southern Railway. (154)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Failure to restore all the cancelled trains on the plea of coal shortage in Southern Railway since 1972. (155)]

"That the demand for a Supplementary Grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Need to exempt Milk powder from supplementary charge. (204)]

SHRI HUKAM CHAND KACHWAI:
I beg to move:

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Failure to reinstate the employees dismissed, suspended and removed from service due to their participation in the May, 1974 strike. (161)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Anti-railway employees policy of Government. (162)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100"

[Repressive attitude adopted by Government during May, 1974 railway strike. (163)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Failure to make available to the railway employees facilities as admissible to industrial employees. (164)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Failure to extend Maksiguna railway line to Shivpur. (165)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[Shri Hukam Chand Kachhwai]

[*Failure to convert Ujjain-Agra narrow-gauge line into broad-gauge line. (166)*]

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[*Failure to construct over-bridges at all station in Gwalior Division (167)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 8,81,62,000 in respect of ordinary working expenses-Administration be reduced by Rs. 100."

[*Failure to institute judicial enquiry into the atrocities committed by police on employees during the railway strike in Gorakhpur, Bombay, Jaipur and Jodhpur in Wester Railway and in other States. (168)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses repair and maintenance be reduced by Rs. 100."

[*Need to run more trains on the Howrah-Delhi/New Delhi line with a view to remove difficulties being faced by the people on account of overcrowding. (169)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses and maintenance be reduced by Rs. 100."

[*Need to run fast trains between Rae Bareli-Allahabad-Delhi/New Delhi with a view to remove the difficulties being faced by the people due to overcrowding. (170)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

and maintenance be reduced by Rs. 100."

[*Need to attach direct bogies from Partapgarh to Howrah-Amritsar and Punjab Mail trains. (171)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[*Need to run more trains of fast trains on Lucknow-Delhi/New Delhi line in view of the heavy rush of passengers. (172)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[*Failure to construct an overbridge near Morena station on Central Railway. (173)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses repairs and maintenance be reduced by Rs. 100."

[*Failure to extend the narrow-gauge line from Sopar Kalan to Sawai Madhopur on the Central Railway. (174)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[*Failure to connect Bhind with Etawah railway line. (175)*].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

and maintenance be reduced by Rs. 100."

[Failure to convert the narrow-gauge line from Gwalior to Bamor Jora Sabalgarh and from Sheopur Kalan to Sawai Madhopur into broad-gauge line. (176)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[Failure to convert Gwalior-Shivpuri-Guna Maksi line into broad-gauge line. (177)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[Failure to renovate narrow-gauge passenger coaches and engines operating in Manjhi Division on the Central Railway. (178)]

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[Failure to make arrangements for light, waterchains and sanitation facilities in narrow-gauge, railway passenger coaches operating in Jhansi Division on the Central Railway. (179)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 23,20,00,000 in respect of ordinary working expenses-repairs and maintenance be reduced by Rs. 100."

[Failure to make arrangements for water, light, waiting rooms, catering and sanitation facilities at

several stations in Jhansi Division on the Central Railway. (180)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses-operation others than staff and fuel be reduced by Rs. 100."

[Failure to eliminate blackmarketing in railway tickets. (181)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses-operation other than staff and fuel be reduced by Rs. 100."

[Failure to stop blackmarketing in reservation of berths. (182)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses-operation other than staff and fuel be reduced by Rs. 100."

[Failure to check ticketless travelling in train. (183)].

"That the demand for a supplementary grant of a sum not exceeding Rs. 1,34,25,000 in respect of ordinary working expenses-operation other than staff and fuel be reduced by Rs. 100."

[Failure to check pilferage of railway property. (184)].

समाप्त नहीबय मुझे दो बातें ब्रज करनी है—पहली बात तो यह कि श्री रेलवे मिनिस्टर के बारे में जो शब्द इस्तेमाल हुए, गालिबन दो पैराग्राफ होंगे, दोनों एकपंज कर दिये जायेंगे ।

दूसरी बात मुझे यह कहनी है कि मैंने दरखास्त की थी और मैं आपका शुक्रगुजार हूँ खास तौर से कांग्रेस मेम्बर पाराशर सहिब का, जिन्होंने चैथर की दरखास्त को मंजूर

[सभापति महोदय]

किया—हमारे आपोजीशन के दो मेम्बर साहबान जिनको बाहर जाना था, ताको पहले बुलवा लिया जाय । इस वक्त ताँव तीन आपोजीशन मेम्बरान लगातार बोल चुके हैं—श्री जगदीश भट्टाचार्य, श्री हुकम चन्द कछवाय, श्री ई० आर० कृष्णन्, इस

लिये मन्डे को यह हक होगा कि तीन कांप्रसी मेम्बरान् लगातार बोल सकें ।

19.18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, September 9, 1974/Bhadra 18, 1896 (Saka).