

[Mr. Speaker]

Sabha at its sitting held on the 19th February, 1974 and communicated to this House on the 21st February, 1974 and do resolve that the following 40 members of Lok Sabha be nominated to serve on the said Joint Committee, namely—

Shri R. Balakrishna Pillai
Shrimati Mukul Banerji
Shri Bashweshwar Nath Bhargava
Shri Chapalendu Bhattacharyya
Shri Jyotirmoy Bosu
Sardar Buta Singh
Shri C. K. Chandrappan
Shri Dharindhar Das
Shri P. K. Deo
Shrimati Marjorie Godfrey
Shri J. Matha Gowder
Shri Samar Guha
Shri J. G. Kadam
Kumari Kamla Kumari
Shri Kindet Lal
Shrimati Parvathi Krishnan
Shri Mallikarjun
Shri Krishanan Manoharan
Shri Shyamnandan Mishra
Shri F. H. Mohsin
Shri Samar Mukherjee
Shri Narsingh Narain Pandey
Shri S. T. Pandit
Shri P. Parthasarthy
Shri Arvind M. Patil
Shri Krishnarao Patil
Shri S. Radhakrishnan
Shri Ram Dhan

Shri Ram Singh Bhai
Shrimati B. Radhabai Ananda Rao
Shri Jagannath Rao
Shri Umed Singh Rathia
Shri Mulki Raj Saini
Shri S. C. Samanta
Shri M. R. Sharma
Shri Nuggeshallai Shivappa
Shri Hari Kishore Singh
Shri Sant Bux Singh
Shri Atal Bihari Vajpayee
Shri Virbhadra Singh

The motion was adopted.

12.34 hrs.

SUPPLEMENTARY DEMANDS* FOR
GRANTS (RAILWAYS) 1973-74
AND

DEMANDS FOR EXCESS GRANTS
(RAILWAYS), 1971-72

MR. SPEAKER: We now take up items Nos. 12 and 13 together. Discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1973-74 and discussion and voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1971-72.

DEMAND NO. 1. RAILWAY BOARD

Mr SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs 2,21,000 be granted to the President to defray the charges which will come in course of payment during

*Moved with the recommendation of the President.

the year ending the 31st day of March, 1974, in respect of 'Railway Board'.

DEMAND No. 2. MISCELLANEOUS EXPENDITURE

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 19,83,000 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, 1974, in respect of Miscellaneous Expenditure."

DEMAND No. 3. PAYMENTS TO WORKED LINES AND OTHERS

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 64,000 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, 1974, in respect of 'Payments to Worked Lines and others'."

DEMAND No. 4. WORKING EXPENSES—ADMINISTRATION

Mr. SPEAKER: Motion moved.

"That a Supplementary sum not exceeding Rs. 1,38,61,000 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, 1974, in respect of 'Working Expenses—Administration'."

DEMAND No. 5. WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 9,52,31,000 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, 1974, in respect of Working Expenses—Repairs and Maintenance."

DEMAND No. 6. WORKING EXPENSES—OPERATING STAFF

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,28,28,000 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, 1974, in respect of 'Working Expenses—Operating Staff'."

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

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,83,23,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 10. WORKING EXPENSES—STAFF WELFARE

Mr. SPEAKER: Motion moved:

"That a Supplementary sum not exceeding Rs. 2,29,55,000 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, 1974, in respect of 'Working Expenses—Staff Welfare'."

**Demand No. 16. Pensionary Charges—
Pension Fund**

ended on the 31st day of
March, 1972."

MR. SPEAKER. Motion moved:

"That a Supplementary sum not exceeding Rs. 37,29,000 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, 1974, in respect of 'Pensionary Charges Pension Fund' "

**Demand No. 9. Working Expenses—
Miscellaneous Expenses.**

MR. SPEAKER: Motion moved:

"That a sum of rupees 1,22,55,710 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Miscellaneous Expenses' for the year ended on the 31st day of March, 1972."

**Demand No 4 Working Expenses—
Administration**

MR. SPEAKER Motion moved

"That a sum of rupees 26,53,698 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Administration for the year ended on the 31st day of March, 1972 "

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

MR. SPEAKER Motion moved :

"That a sum of rupees 15,85,172 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Staff Welfare' for the year ended on the 31st day of March, 1972 "

**Demand No 5 Working Expenses—Re-
pairs and Maintenance**

MR. SPEAKER. Motion moved

"That a sum of rupees 5,60,75,387 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Repairs and Maintenance' for the year ended on the 31st day of March, 1972 "

**Demand No 15 Open Line Works—
Capital Depreciation Reserve Fund and
Development Fund**

MR. SPEAKER Motion moved :

"That a sum of rupees 29,37,12,152 be granted to the President to make good an excess on the grant in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund, for the year ended on the 31st day of March, 1972 "

**Demand No 6 Working Expenses—Ope-
rating Staff**

MR. SPEAKER: Motion moved

"That a sum of rupees 60,68,570 be granted to the President to make good an excess on the grant in respect of 'Working Expenses—Operating Staff' for the year

**Demand No 16 Pensionary Charges—
Pension Fund**

MR. SPEAKER : Motion moved :

"That a sum of rupees 15,74,131 be granted to the

President to make good an excess on the grant in respect of 'Pensionary Charges—Pension Fund, for the year ended on the 31st day of March, 1972 "

Demand No 18 Appropriation to Development Fund

MR. SPEAKER: Motion moved.

"That a sum of rupees 8,76,07,799 be granted to the President to make good an excess on the grant in respect of 'Appropriation to Development Fund' for the year ended on the 31st day of March, 1972

Demand No 19 Appropriation to Revenue Reserve Fund

MR. SPEAKER Motion moved

'That a sum of rupees 7,711 be granted to the President to make good an excess on the grant in respect of Appropriation to Revenue Reserve Fund for the year ended on the 31st day of March, 1972'

SHRI N K SANGHI (Jalore) Mr Speaker: Sir I rise to support the supplementary Demands for Grants in respect of the Budget (Railways) for 1973-74 as well as the Demands for Excess Grants in respect of the Budget (Railways) for 1971-72

Sir, a lot of discussion has taken place as far as the Budget for the year 1974-75 is concerned. The hon. Minister had taken lot of pains in giving answers to some of the questions that were put before him. But, Sir, if you go behind the back of the Budget and the performance of the Railways, there can be no denying the fact that the Railways have presented a very grim picture in the previous year.

We will have to find out, as to what has been the reason for this

There has been a crisis in the management of the Railways. The Management of the Railways have not functioned in a manner in which they ought to have done. There has been rising financial deficit. The Railways have not been able to carry the amount of passenger and freight traffic, as was planned in the Railway Budget, because of the mis-management and due to the very bad labour relations all these years. This has brought about the crisis in the Railways finances. Now, this Supplementary Demands for Grants have been brought forward to be passed by this House. But, we know there has been little effort made in overcoming the crisis. What is the result?

Every year we find Members from the Opposition blaming the Railway Board. I am not, outright, condemning the Railway Board. But there is no denying the fact that the entire working of the Railways has been centralised by them. Even if a small decision is to be taken in any of the nine Zonal Railways, they have to refer it to the Railway Board, and their response is very very poor. This is one of the major reasons for the crisis in the Railways. For example, even if a diesel engine is to be attached to one of the express trains in place of steam engine, in a zone, it has to be referred to the Railway Board and they only have to okay it. They have to yet even a small matter like this. What is the purpose of having such high-salaried persons in the Zonal Railways, drawing four figure salaries with lot of responsibility if even small matters are to be referred by them to the Railway Board. This should be surely looked into and there is no denying the fact that the centralised working of the Railways has got to be changed and more autonomy and powers given to the Zonal/Divisional Railways.

We have nine Zones in the Railways. Some zones have approximately 11,000 route Km length, and about two lakhs

[Shri N. K. Sankhli]

of people working under it. Some of these Zones are extensive. The efficiency is very poor in large zones, such as the Western and Northern Railways, and they have got to be pruned, if we want to make them viable, economic and efficient. There should be a re-thinking in regard to these matters and those Zones which are unwieldy should be reduced in size. Then only, there can be better efficiency and there can be better coordination by the Railway Board. Today besides labour trouble, there is also complete frustration in the official set-up of the railways. They feel they have no chances of promotion for 25 to 30 years whereas in services like the IAS, the promotion chances are much better. This has to be rectified. Unless some confidence is created in the officers who are manning the railways, we would not be able to solve our problems merely by better coordination in the labour organisation.

Bad labour relationship has brought strikes, wild-cat strikes etc. The agitation for merger of Sholapur division with Central Railway brought huge losses and paralysed movement of 5000 wagons from north to south. We have seen troubles on the South-Eastern, North-Eastern and North-East Frontier Railways. We were told in the last general budget that if there was no work, there would be no pay. It is very good to make the slogan "no work no pay" a sacrosanct one, but how far are we able to implement it? This cannot be implemented in isolation. In case there are delays in taking decisions, somebody will have to be held responsible for not taking quick decisions on labour matters. Otherwise, we have no salvation.

I had mentioned here in the earlier speeches that the decision on the question of a third terminal in Delhi has been pending for a number of years. Hundreds of officers are working in the Metropolitan Survey Team. We were informed that Iizammuddin has been decided as the location for the third terminal. There is serious

congestion in New Delhi and old Delhi stations. We cannot have more trains. With the increasing population and increasing movement of goods traffic to this cosmopolitan capital, unless we plan for the future, railways would not be able to bring in any efficiency. We want to know whether this decision about locating the third terminal at Nizamuddin still stands or has been given to go-by. After taking the decision, we find no work is being done in that regard. Possibly there is still some lingering on this decision. We would like to be categorically told about it. We have spent more than a crore of rupees on this committee and we are not able to decide on a vital issue as to where the third terminal would be located.

It is true there have been shortages and railways have closed down a number of services at different places time and again. We have to put up with shortages, but there has got to be some sense in working out the shortages and planning to meet it. In Rajasthan, where we used to have two train services it was reduced to one. From one they made it an alternate day service. Later on we found that on some days the train leaves at 7 in the morning and on some other days at 12 o'clock. If it was a diesel engine coming, the train would start from Pokaran at 8 o'clock. But if it was a steam engine, the train would leave at about 12 noon. People do not know whether on a particular day the engine which is coming is diesel or steam. I can understand that we have no coal and so we have to reduce the services. But there has to be a sensible timing. People come from far off villages to catch the train. If they come at 7, they are told, the train would leave at 12. If they come at 11, they are told the train has left at 7. This is a poor picture of administration of the railways. Unless something is done about it, I do not think we can go ahead in this irresponsible manner. There have been a number of projects which have been continuing and which have been started during 1973-74 like laying of new lines, construction of

new quarters, changing yards, etc. But some of these projects were given up at the end of 1973-74 due to paucity of funds. The contractors have to be paid compensation. When you start the project again, the cost outlay has gone very high. These projects which have not been completed due to paucity of funds will hinder the fifth plan projects. Today you have come here for approval and passing of excess grants. We will no doubt approve of these excess grants. But it would have been better if you had completed the projects which you had in hand and then come forward with this extra expenditure. There is little justification for stopping the work on hand and then paying compensation to the contractors, because it results in a great loss to the railways. To give an example, take the Tilak Bridge on which the work was going on. Then it was completely stopped. What will happen when the work is renewed? The outlay on it will increase and will be nearly double. It is the same in the case of construction of quarters. It is better to take up the construction of only 50 quarters and complete them rather than take up 200 quarters and stop work in the middle. The very fact that you have to come in with excess grants shows that the efficiency of the railways has gone down.

Very recently we were told that the railways have established a Service Commission at Muzafarpur. We welcome the idea of the railways having service commissions in more places. But when you take a decision to have it in one place, do you not think that it will create heart-burning in other places where you do not have this. There are several States where you do not have a Railway Service Commission. Could you not have at least one Railway Service Commission set up in all the States before you think of having more than one in one State? A State like Rajasthan, which is entirely backward with no industrialisation or railway project, does not have a Service Commission. If a man residing in Jaisalmer has to appear before a Railway Service Commission. He will have to travel

1,000 km. and go to Allahabad. In a situation where more jobs are wanted, if you establish a Railway Service Commission, the people would be able to feel that the railways are trying to help them to get jobs in their own areas. On the other hand, if a person from Rajasthan has to go all the way to Allahabad to appear before the Railway Service Commission, he feels he is an alien there. So, while we welcome the establishment of the Railway Service Commission at Muzafarpur, let it be done in a coordinated manner in the whole country. Because, even though there is demand from all parts of the country for the establishment of Service Commissions, nothing is done in the matter. We have to admit that what has been done is a political decision. If we want the railways to function efficiently, let us ensure that the decisions are taken in a coordinated manner, be it the opening of a railway line or the establishment of a Service Commission.

It is a matter of regret that in Rajasthan we have not been able to bring any new railway lines. In the first two plans the railway lines were taken up on the consideration of economic viability. But in the Third Plan they decided that instead of economic viability, they will go by political considerations. To give an example, Udaipur-Himmatnagar and Pathankot-Jammu were decided on political considerations and not on economic viability. In the Fourth Plan the railways brought in another consideration, namely, serving specific projects. The railways said that they will not be guided by economic viability or political considerations but they will go by serving specific projects. So, they took up the Mangalore-Hassan and Cuttack-Paradip lines. Then they decided that lines would be taken up one on strategic considerations and they took up the Pokran-Jaisalmer and Hindumalkot-Sriganganagar lines, because they serve the strategic border areas.

Now you say that your ideology will be to help the backward States. If you take up ideologies like this in the construction of railway lines, it will create heart-burning

[Shri N. K. Sankhi]

throughout the country, because all States would not get fair treatment. So, I would request the hon. Minister that he should give attention to these matters, whether it is the opening of a new railway line or the setting up of a Service Commission, it is done in a coordinated manner and based on some principles which are applied uniformly to all the States. In the end, I will repeat that the third terminal at Nizamuddin, the work on which has been delayed so long, should be carried out as early as possible.

SHRI M. KALYANASUNDARAM (Truchirapalli). Sir, although I am conscious that I am speaking on the Demands for Supplementary Grants, I crave your indulgence to refer to certain general points which were referred to by the Railway Minister in his budget speech.

Today the performance of the railways is so unsatisfactory that the whole nation is very much concerned about it. No section of the population will be happy with the way in which the railway administration is run—the workers are very unhappy. They are even on the point of revolt. The trading community is very sore. They are complaining that the services to them are very unsatisfactory and that they do not get wagons. The travelling public is the worst affected. They are unhappy and they are complaining. They are caught between the high increase in the fares and decrease in the services.

12.51 hrs.

[Mr. Deputy Speaker in the Chair]

Why the Railways have been reduced to this state is a matter for serious examination by the Government. The Railway Minister, basing himself on the facts supplied by the Railway Board and the Railway administration, has thought it fit to level an attack and that too, a vehement attack, on the railway workers who have borne the burden all these years patiently.

What are the facts? Why do the railway workers behave like that? Have they become so anti-national or wanting in patriotism and the spirit of service? No. It is a slander against the railwaymen to blame that they are indisciplined. I cannot allow a Minister or any officer of the Railway Board to slander the railway workers like this and I shall not allow them to proceed any further if they write such a speech again. It is all based on falsehoods.

What are the facts? The loco running staff have been clamouring for 10-hours work for 15 years and they have repeatedly made representation and they have met the railway administration but the administration will not listen to them. They were forced to work for 14 hours or 15 hours and more and still the railway administration is blaming them. After so many struggles, the Qureshi Committee was constituted. With what result? Now, they are coming forward with an explanation that it will cost them Rs. 38 crores and that it will require 20,000 additional staff. Then, what does it show? It shows that all these years the administration has been extracting so much of over-work from the existing staff and, instead of repenting for that, the railway administration has the audacity to accuse the workers. So, I have to emphatically protest against such an attitude. This is not the way of getting the cooperation of the workers.

Similarly, the gangmen are fighting. The gangmen are organizing their own organization. What for? They are fighting not for any additional wages. The wages that are due to them are not being paid. They do not even calculate the annual increments in proper time and pay them their annual increments. When any additional remuneration by way of additional increase in the dearness allowance which is sanctioned by the Government, falls due, it takes more than six months or nine months, to reach the gangmen. Even when the arrears are worked out, the payment is delayed. That is why the gangmen all over the country are so much dissatisfied and they go to the extent of squatting on the railway track. What does it mean? The railway adminis-

tration has been so callously indifferent to their grievances.

Now, they want to build up a story that they are indisciplined. Who has forced them to such an act of indiscipline? It is the railway officials and those who are responsible for making payment. These struggles have not taken place for any additional demands. They have taken place only for humane service conditions and proper implementation of the rules. You can examine all these struggles. So, I have to protest very strongly against that paragraph which deals with the Railway workers in discipline...

MR. DEPUTY-SPEAKER: Now you can refer to the Supplementary Demands

SHRI M. KALYANASUNDARAM. Yes, I am coming to the Supplementary Demands as also the Demands for Excess Grants which were spent without the sanction of the House. We have got two. What does it show?

MR. DEPUTY-SPEAKER: One is Supplementary Demands and another is Demands for Excess Grants.

SHRI M. KALYANASUNDARAM. Excess means what? They have spent, they have misappropriated money without the proper sanction of the House

MR. DEPUTY-SPEAKER: Whether you will agree with that or not.

SHRI M. KALYANASUNDARAM: But the Public Accounts Committee has thought it fit to recommend to this House that it may be considered I do not want to embarrass the PAC but anyhow I want to bring to the notice of the House this attitude which the Railway Board is having towards this House. They don't care for Parliament or Parliament Members or their criticisms. They are so to say immune to all criticisms. They don't care for hon. Members; they don't care for the Supreme Court judgment even. The House will be interested to know about this. The Supreme Court held Sections 148 and 149 of the Railway Establishment Code *ultra vires* of the constitution as early as in 1963. Till

now Government has not given effect to it at all. There are hundreds of cases like that. Mr. Indrajit Gupta and other Members and myself, Members belonging to my party, have made several representations. They have not cared to implement these things. This is the sort of attitude they are having to the Supreme Court or to the more scared legislature. If anybody is to be disciplined, it should be the Railway Board, the Railway Administration, which should be disciplined because it is they who are showing an attitude of indiscipline and that indiscipline causes further indiscipline among the railway workers.

Regarding General Appropriation, we have sanctioned more than Rs. 2500 crores. That amount should be properly spent. Revenues must be properly collected. There are no reasons for the Railway Finances to be in such difficulties and this is due to the indifference of the Railway Administration. Railways are run only for the sake of a few monopoly houses, for their benefits. Even in respect of wagon construction they have been placing orders on private firms even though they have not been able to fulfil existing orders. Out of the construction demand for wagons of 37,000 numbers, they were able to fulfil only 9,000 wagons. Still they are going on placing further orders on them. Of course some of them were taken over recently. My question is: Why not develop the Railway workshops themselves? Why not they be developed and modernised to produce more and more wagons? Those have been cut. Three workshops were producing such wagons and these were Railway Workshops. They are Golden Rock, Amritsar and Samastipur. Their orders are reduced and now the figures are less than 2,000. I do not know why their should be this partiality in favour of private firms.

And even in respect of carrying commodities, what happens is this. The big houses are able to cheat the Railways by carrying high-rated commodities at lower rates. The Supplementary Demands are the cumulative result of such failures on the part of the Railways. They spend more and they come for voting on Excess

[Shri M. Kalyanasundaram]

Grants. They should be careful to have proper control over budgeting provisions. There are so many officers, there is the Financial Commissioner, Accounts Officers, F.A & CAO etc. There are so many officers like these in the Zonal Railways. Still they have not been able to evolve a proper procedure with regard to these many matters. Let them try to improve the efficiency, instead of antagonising the workers?

13 hrs.

That is becoming very important. They are antagonising all sections of workers and all sections of trade unions excepting perhaps one or two. Several trade unions have now combined together—not for any revolt against the Government and not even for any political motives—such as A.I.T.U.C., A.I.R.F. and other categories of unions—to make a proper representation to the Government so that a proper understanding can be reached between the administration and the railway workers.

Sir, the other day, the hon Railway Minister, Shri Mishra said that he did not want a strike. First he threatened and, later, he was even prepared to meet them. Let him not stand on prestige but let him call them and have a discussion with them. Sir, after all, the railway workers are part of our nation. Why don't you call them for talks? What is the attitude of the Railway Administration towards them? Their attitude is to victimise the workers, especially, those workers who are taking positive attitude against the wasteful expenditure and corruption. When such workers and trade unions take up the problem, they only victimise them.

I would like to quote one instance in this connection. In the Integral Coach Factory, the workers were fighting for some of the mismanagement of the previous General Manager. When the workers came forward with this demand, they got victimisation. All of a sudden, 47 workers were placed under suspension many of whom were members on the Staff Council. That is how the Staff Council is treated by the

Railway Administration. The General Secretary of the Union—a most popular union—in that factory has been removed from service. I challenge them to hold a secret ballot to ascertain the representative capacity of this Union to get at the truth. Sir, he has been removed from service for what is called the proper trade union activity. This is how they are giving respect to the trade union rights of the working class people on the railways. Why should they suppress the trade union rights? This is not the way to secure the cooperation from the railway workers. That is why I say that the Rail Bhavan or whatever it is called has got to be overhauled thoroughly. I do not mind spending even Rs. 2 crores on the Rail Bhavan. The Rail Bhavan is the mischief-maker. They are responsible for all the failures and they must be held answerable; and they must be impeached openly. They must be properly dealt with. They must be disciplined. They are giving wrong information. They provoke the workers. Of course there are some political parties which are interested in disturbing the railways and they are creating difficulties. That is a different matter. It is they who are doing disruption against the national interests. My party or anyone individual would not like anything to be done against the interests of the nation. Railway workers are part of the nation. They are the backbone of the nation there is no nation without working class. Do not slander the working class. Those who slander workers cannot speak in favour of nation. That is my attitude.

The Rail Bhavan must change their attitude towards the workers. I do not know whether they even listen to the ministers. Let the Minister look after the Rail Bhavan. If that done Railways will look after themselves.

MR. DEPUTY-SPEAKER: Shri Kalyanasundaram has made an effective speech. But, I must say with all respect that it has very little to do with the Supplementary Demands for Grants.

SHRI M. KALYANASUNDARAM : I hope everything that I said has gone on record.

MR. DEPUTY-SPEAKER : Everything has gone on record. I am sure the Minister will take note of that.

What I would like to refer at this stage is to the well-laid and well-accepted procedure in a discussion on Supplementary Demands and Excess Demands. Certain demands have been mentioned there. The Government has come out with certain brochures on that. They want so much for a particular Demand. Why do they want excess demands? The whole purpose is for the Members to look into these demands and to say whether those demands should be granted or not. The rules are very clear. The discussion should be confined to the supplementary demands and not to the general policy or the general demands. We had already two long discussions on the Railways—one on the Railway Budget and the other on the Railway Demands. Now, we should pin-point only whether we should give them this extra demand or not so that the discussion becomes meaningful.

SHRI S. A. KADER (Bombay Central South) : Mr. Deputy-Speaker, Sir, your observation has put me into a very difficult position. I had not got the opportunity to speak on the Railway budget and, therefore I thought I will make certain observations which may be a little out of the way which, I hope, you will tolerate.

Sir, the Railway budget as presented to us and the Supplementary Demands that are here for our discussion do attract some of the vital questions that are facing the railway administration and the railway budget. At the outset the presentation of the budget and the supplementary demands has to be reviewed from this point of view that the Railways is not only an earning body but also has many social obligations. On account of fulfilling those social obligations the Railways incur loss. We are presenting the budget as a whole. So, I would like it to be put for consideration

whether it is possible or not to have a separate social obligation budget—apart from the total budget—so that this House and the country should know how much we are spending on social obligations and what is the contribution of the railways in that.

Secondly, Sir, we had been in the South recently and there we were told that 69 trains had been cancelled due to coal shortage. On the one hand we are told that coal is lying amply at the pitheads and also the Railway Minister had assured us about the availability of wagons but the fact is that there is shortage of coal. When 69 trains are cancelled, I am afraid, thousands and thousands of passengers are put to inconvenience daily. So, something radical must be done to sort out the problem.

Further, Sir, I would like to know whether we are fully and efficiently utilising the rolling stock. This brings to my mind the railway timings. They are so made up and manipulated that the punctuality to be observed has been done by way of extending the time of the running train. I had raised this point last time also and we were told that there was nothing of that sort. But the fact is that each and every train has one to one and a half hours extra for making up the time and thereby the utilisation of the rolling stock is less and the expenditure is too heavy on the administration. If this matter can be looked into by an expert or a technical committee, I am quite sure, we can save quite a big amount. Sir, it has been my experience when travelling from Delhi to Bombay that Frontier Mail is nearly one hour to one and a half hour ahead of schedule and then it shows down to reach Bombay Central just in time or just before time. If one or one and a half hours are spent in this way because of manipulations for the sake of punctuality, you can imagine what would be the expense for the exchequer as well as the railways as far as delay is concerned. I am told that it may come to a few thousand rupees, and with 2500 passenger trains a day we can calculate and see for ourselves that it would become a very huge amount. I

[Shri S. A. Kader]

would like the Railway Minister and the Railway Board to look into this matter thoroughly and see that punctuality is maintained not by manipulation but by efficient working of the Railway Administration

I had pointed out last time that the third class bogies were so constructed that they got heated to such an extent that the heat inside was often more than what was there outside. When we visited the research institute at Lucknow, we learnt that they were experimenting on the use of fibre glass on the top of the bogie in order to reduce the heat. When we went to Parambur, I asked a pertinent question namely how much difference in heat the fibre glass top would make, and they said that the difference would be marginal. If it be marginal, what is the sense in doing it? Unless and until the reduction is substantial, and as much heat as is possible is prevented, it is no use continuing with this. I do not know whether the institute has thoroughly experimented with this and supplied the necessary data showing how much reduction of heat there would be. I would like that the Railway Administration should look into this very carefully and see that regular experimentation is continued to give as much facilities to the passengers as possible with the aid of scientific and technical knowledge that is available in these modern days.

I may also say that the third class passengers

MR DEPUTY-SPEAKER There is no more third class.

SHRI S A KADER There will be no more third class only from 1st April but today it is still there.

MR DEPUTY-SPEAKER All of us have been promoted.

SHRI S A KADER It is only changing of the name not the actual conditions inside the compartment. Whether you call this Parliament or Samsad, it means the same thing, and there is no difference. Simi-

larly, whether it is called third class or second class, the facilities afforded to the passengers will be the same. The only thing is that a fellow may say that he is no longer travelling in the third class but he is travelling in the second class.

MR DEPUTY-SPEAKER In this status-conscious age even a change of name may mean something.

SHRI S A KADER, Psychologically that may be true, but not in substance.

I would like that the third class passengers who really contribute to the railway revenues should be given a fairplay. At present, what is happening is that only the first class and air-conditioned class are given a fair deal, in fact, I am told that the first class and air conditioned fares are actually subsidised fares. They do not actually meet even the expenditure incurred by the railways on these classes. I would like that the fares of the first class and air conditioned class should be revised to make them economic.

For the third class passengers, maximum amenities should be provided. I would once again reiterate that the heat that is generated in the bogie must be reduced to the minimum no matter what expense it may involve, otherwise, it is a horror to travel in them, because the passenger is not able to sleep even till 12 midnight or 1 a.m. in the night, because the heat inside is much more than the heat outside.

उपाध्यक्ष महोदय श्री हुकम चन्द कच्छदास
आप स्कोप क अन्दर ही बोलें ।

श्री हुकम चन्द कच्छदास (मुरैठा) उपाध्यक्ष महोदय, मैं रेलवे की माफो का समर्थन करता हूँ परन्तु मैं मंत्री महोदय का ध्यान धनपर्व रेल मंत्री श्री हनुमन्तैया की एक घोषणा की द्वारा दिलाना चाहता हूँ। श्री हनुमन्तैया ने इसी सदन में यह घोषणा की थी कि वेक में जिनकी छोटी लाइन हैं उन सब को बहुत शीघ्र बड़ी लाइन में परिवर्तित कर दिया जायेगा। कई जगह पर इस संबंध में काम भी प्रारम्भ हुआ ।

मैंने इसी सदन में रेलवे बजट पर बोलते हुए कहा था कि खालियर से जो छोटी माइन मैरीनेज खिबपुरी सोपुरकला और मिड जाती है उस को बढ़ा किया जाये। सोपुरकला में धाने सवाई माघापुर पठना है। इस लिए सोपुरकला को सवाई माघापुर से जोड़ा जाये खिबपुरी को गुना से जोड़ा जाये और मिड से इटावा को जोड़ा जाये। मैं चाहता हूँ कि मैंने उस समय यह जो सुझाव दिया था मंत्री महाशय उस पर विचार कर।

आज उन गाँवों की क्या दशा है? न वहाँ बत्ती की व्यवस्था है और न पानी की। उन में कोई चैन भी नहीं होगी है ताकि विपत्ति के समय गाड़ी को राना जा सक। जब एक बार वह शुरू हुई तो वह चलती ही जाती है चाहे रास्ते में कुछ भी क्या न हो जाये। बहा इंजिन अपनी निर्धारित मियाद खत्म हो जाने के बाद भी बीम पल्सीम नाम में काम कर रहे हैं और डिब्बे अपनी मियाद से खालीम खालीम माल बाहर काम कर रहे हैं। इसी का परिणाम है कि १) माच बा मेरे चुनाव क्षेत्र में बीरपुर नाम के स्थान पर गाड़ी उलट गई और इंजिन पटरी में उतर गया। उस घुसटना में जिन लोगों की मृत्यु हुई अभी तक उन का कोई मूआवजा नहीं दिया गया है। उन में काफी लोग घायल हुए हैं। उन गाँवों की हालत बहुत खराब है उन में सफाई भी नहीं होती है। मैं प्रार्थना करता कि मंत्री महाशय बिना किसी से कहे बहा किसी गाड़ी में सफर कर के उन की हालत देखें।

कुछ समय पहले खालियर के बर्कशाय में कुछ नये डिब्बे बनाये गये। यह बताया गया कि एक अधिकाय ने उन को बनाया है लेकिन वास्तव में पुराने डिब्बों पर पालिश करके उन को नया भा किया गया। बड़ी धूम-धाम से उन का उद्घाटन भी किया गया। एक कर्मचारी ने मुझे इस के बारे में सूचना दी और जब मैंने इस बारे में शिकायत की तो उन कर्मचारी को यह कह कर नौकरी से निहाल दिया गया कि

उमन अनुशासनहीनता की है क्योंकि उन ने सही बात बाहर बना कर रेलवे की पोल खोल दी है।

पिछले अनेक वर्षों से यह माग खली धा रही है कि अहमदाबाद से इनाहाबाद बाया रत-साम उज्जैन भोपाल इटारनी और जबलपुर एक फास्ट गाड़ी चलाई जाय। बहा ट्रैफिक भी है। परन्तु समय में नहीं आता कि रेलवे मन्त्रालय इस बारे में क्या विचार कर रहा है और उस के मामल हीन मी दिक्कत है।

अनेक मन्त्रों ने पत्र लिख कर यह माग की है कि टोलकम और पश्चिमी एक्सप्रेस का नागदा पर रोक जाये। बहा ट्रैफिक है—सर्वांगिया मिल सकती है परन्तु पता नहीं उस को बहा क्या नहीं रोक जाता है।

इसी तरह पंजाब मेल को मुर्ना में रकना चाहिए। बहा काफी बड़ा व्यापारी बग है और उन लोगों को काफी बाहर आना-जाना पड़ता है। अगर किसी का बम्बई जाना हो या दिल्ली आना हो तो पंजाब मेल का पकड़ने के लिए खालियर जाना पड़ता है। इस लिए मंत्री महाशय पंजाब मेल का मुर्ना में रकने के बारे में विचार करे।

एक कमीशन ने इंजीनियरों के बारे में सिफारिश की है कि उन का स्थायी बिया जाये। अब लग पाच पाच साँस इस में भी अधिक समय से अस्थायी चले आ रहे हैं। उन को स्थायी बनाने में अधिक खर्च नहीं होगा।

मैं निवेदन करना चाहता हूँ कि जब सदस्य अपने अपने चुनाव क्षेत्रों की समस्याएँ सदन के सामने रखते हैं तो रेलवे मन्त्रालय का कर्तव्य है कि वह उन पर ध्यान दे।

मेरे चुनाव क्षेत्र में छोटी माइन के किसी भी स्टेशन पर—मुर्ना पर भी—पानी का पानी नहीं मिलता है। मेरी समझ में नहीं आता कि इस में कौन सी दिक्कत है। रेलवे मन्त्रालय टर

[श्री हुकम चन्द कछवाय]

खाल हजारों लोगों को रखता है। मैं चाहता हूँ कि हर एक स्टेशन पर पीने के पानी की व्यवस्था की जाये।

गुना-मक्शी लाइन को इन्दौर से भी जोड़ना चाहिए। यदि किसी को इन्दौर से गुना घाना ही तो वह देवास धायेगा वहाँ से उज्जैन और उज्जैन से मक्शी धायेगा और फिर गुना धायेगा। मक्शी से देवास एक छोटा सा टुकड़ा है। उस को बनाने से रेलवे को काफी धामदानी होगी। ऐसे ही निमाड़ के बारे में पिछले अनेक वर्षों से मांग चली आ रही है कि गुजरात से मध्य प्रदेश का संबंध रेलवे से जुड़ जाय इसके लिए खंडवा से भद्रमवाबाद दाहोद की लाइन बिछाना बहुत ही आवश्यक है। वहाँ काफी ट्रैफिक होता है और काफी माल लादने का मिलता है। इस के बारे में अनेक बार कहा गया लेकिन सरकार की प्रावत कुछ सोने की है और अनेकों बार कहने के बाद भी सुनती नहीं है। फिर मजबूर हो कर लोगों को ऐसे कदम उठाने पड़ते हैं जिससे सरकार का ध्यान एकदम आकर्षित हो जाए। जनता को आप मजबूर न करें कि उसे कोई आन्दोलन करना पड़े या ऐसा कदम उठाना पड़े। क्योंकि उन्नेजित भीड़ समय—के ऊपर कुछ भी कर सकती है। उससे रेल की और राष्ट्र की सम्पत्ति की हानि होती है। इसलिए जो बातें मैंने कही हैं उन पर आप ध्यान दें। नई रेलवे लाइनें इन स्थानों पर बिछाएं। पानी और बत्ती का इंतजाम करें और छोटी लाइन को इटावा सवाई माधोपुर और गुना तक बढ़ाएं।

श्री बी० आर० शुक्ल (बहराइच) : मैं समय भीतर खरम करने का प्रयास करूँगा चाहे। हाइ रेलवे से अलग भी मैं जाऊँ।

आज देश में यह धारणा दिन पर दिन बढ़ी तेजी से फैल रही है कि सरकार तभी कोई काम करेगी जब सरकारी सम्पत्ति की काफी हानि हो जाए और भेरे विचार से रेल मंत्रालय इस दोष का सब से बड़ा भागीदार है। 1971 से आज तक मैं बराबर—कहता रहा हूँ कि जरबल रोड रेलवे स्टेशन पर ऐ० टी० मेल

दोनों तरफ से जब आए तो उसके रोकने की व्यवस्था की जाए लेकिन तर्क की कोई गुंजाइश इस मंत्रालय में नहीं रही। बहुत कहने सुनने के बाद यह व्यवस्था की गई कि गोंडा से बहराइच और बलरामपुर गाड़ियों का एक कनेक्शन दे दिया जाएगा जिससे ऐ० टी० मेल से जाने वाले यात्रियों को सुविधा मिलेगी। लेकिन ये गाड़ियाँ भी टाइम से नहीं चल रही हैं जिसके फलस्वरूप जो धादमी दिल्ली के सखनऊ तक 10 घण्टे के अन्दर पहुँच जाता है उसको अपने जिले तक पहुँचने में काम हो जाती है। अगर वहाँ पर जंजीर खींचने का काम करें या प्रसामाजिक तत्व इकट्ठे हो जाएं तो रुक सकती है, सरकारी कर्मचारी हड़तालें कर दें तो रुक सकती है, पत्थर बरसायें तो रुक सकती है लेकिन मैम्बर पार्लियामेंट एक बार नहीं दर्जनों बार लिखें तो तीन मिनट के लिए भी गाड़ी नहीं रुक सकती है।

जहाँ बैगन जलाए जाते हैं वहाँ ज्यादा बैगन दिए जाते हैं, जहाँ पटड़िया ज्यादा उखाड़ी जाती हैं वहाँ ज्यादा लाइनें बिछाई जाती हैं, जहाँ गैर कानूनी तरीके से गाड़ियाँ रोकी जाती हैं वहाँ गाड़ियाँ रुक जाती हैं, वहाँ जबरत है वहाँ नहीं रुकती। जहाँ ध्यान देने की जरूरत है वहाँ ध्यान जाता नहीं। नतीजा इसका यह है बहराइच—गोंडा एक पिछड़ा हुआ श्वेल रह गया है। वह तराई का क्षेत्र है, बहुत हरा भरा है। अनाज बढ़ा है। जंगल से लकड़ी मिल जाती है। सब चीजें उपलब्ध हैं। लेकिन वहाँ यातायात के माघन नहीं हैं। यहाँ तक कि रोड ट्राम्पोट की व्यवस्था भी नहीं है। इसलिए गोंडा में तुलसीपुर रेलवे स्टेशन जो नार्थ ईस्टर्न रेलवे पर है उसकी सिरसिया तक जोड़ दिया जाए और नेपालगंज तक आगे ले जाया जाए तो यातायात की सुविधा हो जाएगी। दूसरे अयोध्या एक धार्मिक एवं ऐतिहासिक स्थान है। उसे नार्थ ईस्टर्न रेलवे लाइन से लकड़मंडी से जोड़ दिया जाए।

तीसरे गोरखपुर के लिए जो रात में गाड़ियाँ चलती हैं उन में बहराइच से एक थू फस्ट

बलास कम्पाटमेंट और एक इलीपर जोड़ दिया जाए जो गोरखपुर तक जाए। गोरखपुर में तमाम कार्यालय हैं जिनका संबंध बहराइच जिले से रहता है। इन से बहा जाने से सुविधाएं जायगी।

ये बातें कहने हुए मैं धनुषपुरक मार्गों का समर्थन करता हूँ क्योंकि उसी दल का सदस्य होने के कारण हमारे लिए वह लाजिमी है। लेकिन कुछ के साथ कहना पड़ता है कि एक मांग तो गाड़ियां कैमिज कर दी है, भारी प्रसंतोष मजदूरी और रेल कर्मचारियों से है, गाड़ियां ठीक समय पर चलती नहीं है, खाना उन के भ्रष्टर जो मिलता है वह स्वास्थ्यवर्द्धक नहीं है, कोई कुशलता नहीं, कोई क्षमता नहीं, कोई गाड़ी बढाई नहीं गई, लेकिन मांग बढ़ती जा रही है। इसलिए विवगतापूर्वक स्थिति से विवश हो कर हम भोग इस मांग का पूर्ण समर्थन करते हैं, यदि हृदय में नहीं तो मस्तिष्क में जबरन करने हैं।

SHRI E. R. KRISHNAN (Salem). Mr. Deputy Speaker. Sir, on behalf of my party, the Dravida Munnetra Kazhagam, I rise to say a few words on the Excess Grants (Railways) for 1971-72 and the Supplementary Demands for grants (Railways) for 1973-74.

Sir, I would like to draw your kind attention to Demand No. 10—Staff Welfare—for 1973-74 and also for 1971-72. In the year 1971-72 a sum of Rs. 15.85 lakhs had been spent in excess on staff welfare. For the year 1973-74 a supplementary Demand of Rs. 2.29 crores has been submitted for the approval of this House.

I would like to point out that there are 14 lakhs of regular workers on Indian Railways. But there are only 5.34 lakh residential quarters. Only about 38 per cent of the regular employees are housed in these. This is the position obtaining at the end of 1973-74. Similarly, for the education of the children of 14 lakh regular Railway employees 751 educational institu-

tions are functioning. This covers only 10 per cent of the children of 14 lakh regular employees. Sir, another regrettable factor is that only 1 per cent of the children of the railway employees has got hostel facilities. There are only 14 subsidised hostels on the Indian Railways. I need not emphasise the fact that the Railway employees are subject to frequent transfers and lack of adequate hostel facilities seriously hampers the education of the children of railway employees. Similarly, the provision of residential accommodation is woefully lacking on the Railways. Only when these minimum facilities are provided to the employees of the Railways, they will be able to devote their undivided attention to their work.

Sir, I would refer to Demand No. 2 Miscellaneous Expenditure for 1971-72 under which a sum of Rs. 19.83 lakhs has been overspent. Under Demand No. 9—Miscellaneous Expenses a sum of Rs. 1.23 crores has been asked for in Supplementary Demand for the year 1973-74. I am convinced that the head 'Miscellaneous Expenditure' shelters all the extravagance of the Railways. This is borne out by the fact that in 1971-72 only a sum of Rs. 15.85 lakhs has been spent in excess on Staff Welfare, a sum of Rs. 1.23 crores has been spent in excess under the head 'Miscellaneous expenditure'. I would like to have clarifications from the hon. Railway Minister for this. In fact, I demand that the head 'Miscellaneous Expenditure' must be removed from the Railway Budget and in its place suitable heads covering the real expenditure must be given. Then only the House will be able to lend its full support to the Demands of the Railway Ministry.

If the Railway Minister had come forward with Excess Demands and Supplementary Demands, after spending adequate sums of money staff welfare, this House would have gladly accorded its approval. But I do not think that the Railway Ministry is keen enough or competent enough to do that

*The original speech was delivered in Tamil.

[Shri E. R. Krishnan]

Before I conclude, I would just refer to another important point. On the Southern Railway, the present Olavakkot Division is too unwieldy and the Divisional Headquarters is not able to pay full attention to the manifold problems of the entire Division. The people of Tamil Nadu have been demanding for long, and in fact, they have also represented to the Railway Minister repeatedly, that a new Divisional Headquarters should be located at Salem where there are all the facilities available. In view of the Salem Steel Plant coming up soon, it is essential that Salem should have a new Divisional Headquarters, after bifurcating the present Olavakkot Division. I request the hon Minister of Railways to look into this and take necessary action in this regard.

With these words, I conclude my speech.

श्री एम० रामगोपाल रेड्डी (निजामाबाद) उपाध्यक्ष महोदय, श्री हमारे कल्याणसुन्दरम् जी का भाषण मैंने सुना। उन के भाषण का मार यह है कि रेलवे भारत जाति का नहीं है, सिर्फ रेलवे-मैन का है और उन में जो भी भ्रामदनी होती है, वह पूरी-पूरी रेलवे-मैन का देनी चाहिये। यह सही बात नहीं है—रेलवे के ऊपर भारत जाति का चार हजार करोड़ रुपया लगा हुआ है, भारत जाति ने पिछन 100 साला में इतना रुपया रेलवे पर लगाया है तो 10 परसेंट के हिसाब से 400 करोड़ रुपया जैनरल रिजर्व में जाना चाहिये। लेकिन मंत्री जी ने ऐसा कुछ नहीं किया है, सिर्फ 156 करोड़ रुपया उस के लिये दिया गया है। मैं चाहता हू कि जो बाकी का 244 करोड़ रुपया है, वह भी जैनरल रिजर्व के लिये निकालना चाहिये, उस के बाद जो कुछ बचना है, उसमें से उन का बोनस दीजिये, प्रेनुइटी दीजिये, इन्लिंगल स्ट्राइक का पैसा दीजिये, जो चाहे दीजिये।

दूसरी बात—100 साला के बाद भी रेलवे में बड़े क्लास में, जो अब सैकण्ड क्लास होने वाला है, कोई सहूलियतें नहीं बढ़ाई गई है।

रेलवे स्टाफ को कोई फिकर नहीं है कि जो उन का मालिक है, वे-मास्टर है, उन के बास्ते भी कुछ करे। रेलवे मिनिस्टर साहब ने अपने सप्लीमेंट्री बजट में 1800 करोड़ रुपया वे-कमीशन को रिपोर्ट के मुताबिक उन को जो ज्यादा दिया जाना है, उस के लिये प्रावीजन किया है। लेकिन मन्त्रालय है कि यह पैसा किम का है? क्या रेलवे मैनों का है या मिनिस्ट्रो का पैसा है? यह पैसा उन गरीब लोगों का है जो बड़े क्लास में बैठते हैं, तो मैं पूछना चाहता हू कि इन लोगों के लिये आप ने क्या किया है? वे लोग जानबरो की तरह से डिब्बों में भर कर जाते हैं, अगर 100 आदमियों की कैपेसिटी है तो 400 आदमी भर कर जाते हैं और 400 आदमियों से पूरा पैसा वसूल किया जाता है। इतना पैसा लेने के बाद भी रेलवे मैनों के अन्दर जिम्मेदारी नहीं बढ़ रही है, बल्कि गैर जिम्मेदारी बढ़ रही है। आज 100 दिना में 100 हड़ताने हानी हैं, इस तरह की प्रेजर टैकटकम के अन्दर गवर्नेमेंट बब तक दबती जा रही। यह कहना कि रेलवे बॉर्ड का निकाल दो, अगर आप रेलवे बॉर्ड का नाम उन में से निकाल भी दे, तो भी उनसे डी माफिमज का बैठ कर काम करना पड़ेगा। कम्युनिस्ट पार्टी और दूसरी पार्टियों का इस तरह का प्रोपेगण्डा चल रहा है—मैं चाहता हू कि रेलवे कर्मचारियों का माफ साफ बना दिया जाय, अगर वे लाग स्ट्राइक करना चाहेंगे तो उन को देश-द्रोही नाम दिया जायगा। जब तक इन लोगों को गद्दार या ट्रेटर के नाम से नहीं पुकारेंगे, वे लाग अपने रबीय को ठीक नहीं करेंगे। ये लाग 700 मिनियन बनाना चाहते हैं, हर आदमी गवर्नेमेंट को डराना चाहता है, हमारे ट्रेन एक्जामिनर्स, गार्ड्स वगैरह को सिर्फ हरी झण्डी हिलाने के बाद हजार-बारह सौ रुपये ननक्याह मिलती है, फिर भी उन की तमस्ली नहीं होती है। झण्डी हिलाने का काम काई भी कर सकता है, क्योंकि एक्सीडेन्ट्स का फिर भी होत जाते हैं। इतनी हथी-मनी मिलती है, फिर भी उन्हें कोई ख्याल नहीं है। एक किमान 18 घन्टे खेती में काम

करता है, उस के बाद भी धामदनी घाने या न घाने का इतिमान नहीं रहता है, उस के बावजूद भी क्या उस ने कभी कहा है कि मैं स्ट्राइक करूँगा। इतनी मेहनत के बाद, अनाज पैदा करने के बाद भी वह रेलवेमैन को खिलाने के लिये लेबी देने को तैयार है—इस बात से रेलवे मीनों के प्रन्दर थोड़ा ब्याल घाना चाहिये कि वे उन के साथ कितनी गहारी कर रहे हैं। हमारे देश में यह ब्याल बढ़ना जा रहा है कि पड़े लिखे लोग खुदगर्ज हैं, वे ही झगड़ा पैदा करते हैं। जो अनपढ़ हैं, वे मेहनत कर रहे हैं। इसलिये पड़े लिखे लोगों के खिलाफ एक बहुत बड़ी मुहिम चल रही है। मैं इन पार्टियों को भी शामिल करता हूँ—ये पार्टियाँ रोजाना झगड़ा पैदा कर रही हैं। थर्ड क्लास फेअर 20 पैसा बढ़ा है, उस के लिये हमारे वाजपेयी जी अपने 400 शागिदों के साथ जेल जा कर घाये हैं। सीटें और सन्डे गुजारने के लिये झण्ठी जगह नहीं मिली तो जेल जा कर वापस आ गये। ब्रह्मचारी लोग

श्री नरेन्द्र कुमार साल्वे (बैतूल) : ब्रह्मचारी नहीं, प्रविवाहित हैं।

श्री एम० रामगोपाल रेड्डी : ऐसे लोगों की घर में पूछताछ नहीं होती है, इसलिये जेल को ज्यादा पसन्द करते हैं।

MR. DEPUTY SPEAKER: Why not add Mr. Vajpayee in the supplementary demands? Then it will be quite relevant.

श्री एम० रामगोपाल रेड्डी : बर्किंग एक्स-पेन्सल घान रिपेअर्स एण्ड मेंटेनन्स के लिये 5-6 करोड़ रुपया रखा गया है। मैं पूछना चाहता हूँ कि मेंटेनेंस एण्ड रिपेअर्स पर जो रुपया खर्च हो रहा है क्या वह टाइम से खर्च हो रहा है? जो बैंगल रिपेअर के लिये जाती हैं सालों पड़ी रहती हैं और रोलिंग स्टॉक के वास्ते प्रवेलेबिल नहीं होती हैं। मैं मंत्री जी से इस की फुल डिटेल्स चाहता हूँ, कितनी बैंगल रिपेअर के लिये जाती हैं, कब वापस आती हैं, इस काम में

एफिशियन्सी कितनी है, लॉडिंग-अनलॉडिंग पर कितना टाइम लगता है—मंत्री जी अपने जबाब में पूरी तफसील दें।

SHRI VAYALAR RAVI (Chirayinkil) : Sir, I rise to support the Supplementary Demands for 1973-74 and the Excess Grants for 1971-72. There is a genuine apprehension that these demands have become necessary due to mismanagement of the railways by the administration and bad budgeting. When we go through the demands, we find that because there is no proper machinery in the railways to deal with claims, the people are compelled to go to the court. So, I would request the minister to see that a suitable machinery is evolved to settle claims.

Money has been spent on moving stores from place to place. The Southern Railway in particular has incurred more expenditure on this because the stores depots are not properly located to meet the needs of the different places. In Kerala, for example, if some repair has to be done, they have to carry it at least 600 Km. which means more expenditure.

Money is being demanded for operation. I have my own strong objection because there has been no operation over certain areas, as in Quilon and Trivandrum where students have to go on big agitations because there is no operation of trains. About 3000 students are travelling morning and evening to and from the colleges. The colleges have been forced to close down because trains have been cancelled. Even today the locals are not running. It happened in 1973 also. Though I support the demands, I request the minister to consider the hardship of the students and other people and see that the trains there are not cancelled.

Coming to the Excess Grants, money is demanded for being given to the Electricity Boards for generation of more electricity. Will the railway administration consider getting cheap power from areas where it is available? On that basis,

[Shri Vayalar Ravi]

will you consider your electrification programme? The State I hail from is prepared to supply electricity at cheap rates. But still they cancel the trains in Kerala due to coal shortage because they have to carry two trains of coal every day to my State.

At the same time, you have shortage of diesel. Suppose, you generate electricity yourself, you need not pay more for electricity and you can electrify the whole line. I hope the Railway Minister will consider whether he can reduce the expenditure of the railways by introducing electrification in those lines where cheap electricity can be generated.

Coming to the welfare of the employees, I appreciate the appeal of the Railway Minister to the workmen not to resort to strikes at a time when the country is facing an economic crisis. But when we travel in the trains we come across the lowest category of employees, starting from attendants, and they complain about their miseries on account of maladministration in the railways. Though you talk of welfare, it is unfortunate that you do not look into the grievances of the lowest category of employees. They are disgruntled and dissatisfied because of the humiliation they suffer at the hands of their superiors. For instance, recently an attendant of the first class bogie working at Olavakkot was suddenly transferred to Madras without any reason. Did the administration think of his family or the education of his children when they made this transfer? It is this type of thing that creates dissatisfaction and even frustration among the employees. Now promotion depends not on hard work but favouritism of the top officials for which I can give hundreds of instances. I hope the Railway Minister will start dialogue with the trade unions and see that the grievances of the employees, particularly at the lower levels, are removed. I hope the Railway Board will not come in the way of any such negotiations. The Railway Minister will have to ensure that the country is not plagued with another railway strike.

SHRI N. K. P. SALVE (Betul): Mr. Deputy-Speaker, Sir, as I examine the nature of the additional expenses, which the Government have to incur on the railways, and for the approval of which these Supplementary Demands for Grants have been brought before the House, I find they cover a fairly wide gamut of the entire working of the railways. They include *inter alia* additional expenses on Railway Board, payment to workers, working expenses in administration, repairs, maintenance and expenditure on operating staff, a fairly wide gamut, and so we can examine the entire working of the railway administration, but I do not intend doing so.

The first and foremost is the working of the Railway Board. The Railway Board has invariably come in for an extremely unwarranted, uncharitable indictment and criticism in this House and outside this House. It is an extremely unfortunate and improper method and manner of looking at the working of the Government administration, to lay the fault for the malaise in which our railways at the moment are involved at the doors of the Railway Board alone is to completely distort facts out of all proportion. The Railway Board certainly is the Secretariat responsible for running railways, but it has its limitations. There are many factors which have to be objectively evaluated and assessed to determine what is the cause as a result of which the railways are functioning today in an extremely poor manner. The railways of any country, and much more so of a vast country such as ours, are in fact the veins and arteries of our economy.

And if these veins and arteries do not function properly, then it is inevitable that our economy is going to be put into a great disrepair and it is going to land itself in a very critical position, and it has landed. Therefore, one way to see and one way to objectively attempt to find out is: what is wrong with the railways? The first and the foremost one that strikes one is that the movement of the railways is not going on as smoothly as they ought to. If some one were to say that the Railway Board does not know how the Board

should go about, I would submit that such a person is highly prejudiced and that he has put blinkers on his eyes. The real difficulty arises on account of the extremely irresponsible attitude of the people who are manning and managing the Railways—the people in the field itself.

Unfortunately, the hon. CPI member has gone away. He was waxing eloquent about a certain supremacy of the interests of the workers. He is not the sole custodian of the interests of the working class; what about the interests of the whole nation as such? Can a set of people who are working in the Railways hold the entire country to ransom? The question here is: have they or have they not held the entire country to ransom? If they are going to dislocate the railway services it is going to impair your economic conditions more and more critically. If the condition becomes more and more critical, the harassment, the anguish, the distress and the problem of the public are going to be more and more intense and more acute.

I can understand a few political parties being interested in harnessing public opinion against the ruling party. That is their inalienable right in a democracy. But I cannot understand where there are certain points which must be kept above the line of political confrontation? There is one thing which must be kept above the line of political confrontation and it is the management of the railways. But what do we find? The moment there is discontent against the government the moment there is going to be any agitation against the government and the moment there is any demand for any compensation, the first victim is the railways as if the railways symbolise the government against whom the agitating people must show their wrath and in the worst possible manner and they seem to consider that by doing so they would be rendering a service to themselves and to the nation. If one were to see what was happening in strategic places like Shirdol, Katni, Bhilai due to agitation or

strike sometimes by the loco staff or by some other technical or non-technical staff, rail movement comes to a standstill, what can Mr. Qureshi do? What can Mr. Mishra do? What can the Members of the Board do about? The entire traffic is dislocated. The movement of coal is dislocated. The movement of manganese is dislocated. The movement of steel is dislocated. The movement of cement is dislocated and it only adds to the problems, worries and bothers of the people of this country. And my friend here was waxing eloquence about the interests of the working class. But what about the interests of the rest of the country? Therefore, it has to be properly understood once for all. Let not the political parties while waxing eloquence about the interests of the working class try to nurse and feather their own nests which is extremely injurious for some day they would themselves be sorry for that.

श्री हुकुम चन्द कछवाय यह डिमाण्ड पर बान रह है क्या ?

SHRI N. K. P. SALVE: I am speaking on the criticism of the Railway Board. My friends, I hope if he is capable of understanding, would see that there is a demand of Rs. 2.21 lakhs. Let me explain to him. As a result of an additional expenditure of Rs. 5 lakhs offset by Rs. 2.79 lakhs it leaves a balance of Rs. 2.21 lakhs. I am, therefore, entitled to speak on the working of the Railway Board and I am entitled to speak on the working of the administration repairs, maintenance, etc. If I cannot speak on the Railways.

SHRI ATAL BIHARI VAJPAYEE (Gwalior): Not on the functioning of the political parties.

SHRI N. K. P. SALVE: Atalji, you were not here. You are a responsible person. I respect you immensely. You will appreciate my arguments in this respect. Are not the railways the first and the foremost victim of all sorts of lawlessness of violence and burning and if they are the victims of this sort of violence and law-

[Shri N. K. P. Salve]

lessness, who does suffer? Who does pay for it? Is it not the community which suffers? It is not the community which pays? If political parties are indulging in this sort of exploitation of the people and if political parties are encouraging and inciting this sort of attitude, is it not the political parties which need to be told about? I am sure, at least, theoretically you will not disagree with me. In practice, it is your own choice.

I now come to the wagon movement. This is a matter of very great concern to all, especially those who are concerned about the economy of the country. The wagon movement position is extremely unsatisfactory. Unless the situation improves drastically by leaps and bounds I am afraid we are going to land ourselves in very serious difficulties. The main economic difficulty that we have come across is deficit financing. There is no industrial growth and this is the reason for deficit financing. If there were more industrial growth, there would be more direct and more indirect taxes. There is insufficient, inadequate, unsatisfactory, industrial growth. Also, transport bottleneck has been identified in the Economic Survey of India as one of the very major factors. Who is responsible for this? Railway Minister is indeed responsible, but the people who are manning the show must have to take their due share of responsibility. It is those who obstruct the working of the Railways who have to take much greater responsibility for these matters. They have to show greater sense of reverence and deference to the needs of the community. Wagon movement especially in the south-eastern sector is extremely unsatisfactory. The people who man the Board are extremely understanding and in respect of the Member of the Board or the Minister, nobody can complain that they were not willing to go all out to help them. But why should it be necessary at all for us to go to all the Members or to the Minister, if things had gone on smoothly, in the normal course.

श्री हुकम चन्द कछवाय : नगद नारायण जी नहीं मिलते हैं ।

श्री नरेन्द्र कुमार साल्वे : माननीय कछवाय जी, इस तरह की गलत बात करने से कोई फायदा नहीं है । बात ऐसी कीजिये जिस का कोई मतलब हो ।

श्री हुकम चन्द कछवाय : हम ने कई बार समय मांगा लेकिन मंत्री महोदय के दर्शन नहीं होते ।

श्री नरेन्द्र कुमार साल्वे : आदमी करप्शन के बारे में पहले अपने को देखें तो ज्यादा जल्दी इस मुल्क से करप्शन निकल जायगा । दूसरे की आंख का बहुत जल्दी दिखता है अपनी का नहीं । आप बुजुर्ग हैं इसलिये आप से नम्र निवेदन है कि बात ऐसी कीजिये जिस का मतलब हो ।

श्री हुकम चन्द कछवाय : मैं आप से उम्र में छोटा हूँ ।

श्री नरेन्द्र कुमार साल्वे : आप उम्र में भले ही छोटे हों, मगर अकल में बड़े है ।

One major problem in respect of railway movement is corruption. Regarding movement of coal, I wish to say something. My constituency happens to be in the Colliery area. They were in the private sector and they were so managing it that the wagon movement was far more regular and satisfactory. The Coal Mine Authorities today are not able to pay bribe to the people who are loading into the wagons and therefore very heavy demurrage takes place. The movement of coal becomes extremely unsatisfactory. Same is the case with the Steel Plants. Even steel plants have to pay bribe for steel movement. This sort of corruption has crept into the Railways.

श्री पन्ना लाल बाहूपाल (गंगानगर) : [रिश्तत किम को देनी पड़ती है हम को मालूम है । बिना रेलवे बोर्ड के मम्बरों को रिश्तत दिये काम नहीं चलता ।

श्री नरेन्द्र कुमार साल्वे : आप ने अगर दी हा तो मुझे नहीं मालूम । अगर किसी और ने

की ही तो मुझे नहीं मालूम । मैं तो यहाँ यही कह रहा हूँ जिस की वजह से कोल मुवमेंट में बाधा पड़ती है ।

श्री मन्ना लाल बरकवाल : रेलवे बोर्ड के मेम्बरो की बूट पालिश और जुत्तामद लोग करते हैं ।

श्री नरेन्द्र कुमार साखे : बूट पालिश और जुत्तामद की जम्मत आप को है । अगर आप रीज-जिम्मेदाराना बात करना ठीक समझने हो तो कीजिये । क्या बात आप करने हैं, बैठ जाइये आप ।

Sir, I seek your protection. This sort of objectionable talk in the House itself, I cannot understand, Sir I was making one point that this sort of difficulty is experienced in loading of coal in my constituency. I myself am complaining that there is corruption which has crept into the lowest bottom that has created this difficulty in loading of coal. Does he understand what I am talking ?

MR. DEPUTY SPEAKER : You find it difficult to understand one hon. Member. I have to understand 525 Members.

SHRI N. K. P. SALVE . Anyway I have two suggestions to make to the hon Minister for Railways who is here In the backward areas of M.P., we have been demanding for quite some time for a half of trains at Bctul—there is a very long stoppage between the previous halt and the next stop. You will kindly consider Betul for a stop. There is one more station by name Pandhurna. This is the only station which caters to Chindwara district. We do not have reservation from that station. I would request that these two small demands may be sympathetically considered by the Railway Minister.

श्री हुकाम चन्द कछवाय ' उपाध्यक्ष महोदय,

में आप की व्यवस्था चाहता हूँ । रेलवे मन्त्रालय पर बर्बाद हो रही है और मन्त्री जी उपस्थित नहीं हैं । हम जानना चाहते हैं कि ऐसा क्यों है । हम रेल मन्त्री को सुनना चाहते हैं ।

MR. DEPUTY SPEAKER : The Deputy Railway Minister is good enough. He has been authorised.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURFSHI) : Sir, the Railway Minister is in the Rajya Sabha.

MR DEPUTY SPEAKER : You are competent to reply.

श्री मुहम्मद शफी कुरेशी : रेल मन्त्री दूसरे हाउस में हैं ।

श्री एस० एम० बनर्जी : अगर घटल बिहारो जी हाउस में नहीं रहे ता क्या माननीय कछवाय जी जनसभ पार्टी के किसी दूसरे मेम्बर को नहीं बानने देंगे ?

श्री घटल बिहारो बाबूषेयी : आप ने कहा कि यह कम्पिटेट है । कुछ माना में यह ज्यादा कम्पिटेट है ।

MR. DEPUTY SPEAKER : That is a personal question I am talking about his official competence

SHRI HUKAM CHAND KACHWAI :*

MR DEPUTY SPEAKER : The hon. Minister may carry on. All this would not go on record

SHRI MOHD SHAFI QURFSHI: Sir, the hon Members who participated in this debate have touched various aspects of the functioning of the Indian Railways. Some matters are of national importance while others are of local importance like the extension of trains or stoppage of a particular train or supply of wagons to a particular area

* Not recorded.

[Shri Mohd. Shafi Qureshi]

One important link which helps the development of the economy of the country is the transport system between the raw material production centres and the consuming centres. Somehow if this link is affected, the whole of the economy of our country gets affected.

As the hon. Members have pointed out, we have had agitations like go-slow tactics in the Indian Railways. This has adversely affected the economy of the Indian Railways.

One hon. Member—he is not here—Shri Kalyana Sundaram was talking about the conditions of the working class in the Indian Railways. I do not know what prompted him to say that the attitude towards the working-class people by the Railway Ministry is anti-people. That is not correct. In fact, whenever they come up with their problems in their areas, the attitude of the Railway Administration has always been for the workers—for their benefit. I wish that before he can deliver his services to me, he could give proper advice to his own people that whatever ways and means they are adopting for serving the workingclass are actually not serving them but they are destroying the very concept of the workingclass in this country. What we need is proper understanding between the employer and the employee and we want to create an atmosphere of coordination and cooperation and involvement because we are now convinced that the Indian railways cannot be run by mere ordinances and orders.

14 hrs.

Sir, Mr. Sanghi referred to certain resentment in the officer class and also certain facilities to be given to the staff. It is true that promotional facilities as compared to the other departments of the Government of India were less in the Indian railways but with the upgradation of various posts in the railway administration, I am sure, the avenues of promotion will be opened to most of the staff of the Indian railways. Indian railways attach considerable importance to the facilities and ameni-

ties which we provide to our staff. We have provided about 5,34,600 residential quarters—although that covers only 38 per cent of the total staff—and more houses and quarters will be constructed. For the construction of quarters the railways are paying annually a sum of Rs. 11 crores by way of subsidised housing. The railways are running 659 hospitals with 10,460 beds and we are treating 1.6 lakh everyday in these hospitals. On this item alone we have to spend Rs. 26.77 crores annually. There are about 751 educational institutions of the Indian railways which cater to 1.4 lakh students of railway employees and we are spending Rs. 3.43 crores annually on this item. Besides that we are running 14 hostels for the children of the railway employees which are being subsidised.

Shri S. A. Kader is not here. He said the railways being the largest public sector enterprise in the country should also bear some social burdens. He should know that railways are carrying a big social burden by way of carrying certain commodities at low-rated tariff. As a public utility organisation the railways are now spending about Rs. 225 crores out of which Rs. 95 crores are being spent on suburban services and Rs. 115 crores as subsidised carriage for foodgrains, fertiliser and other commodities and about Rs. 11 crores for maintaining un-remunerative branch lines and Rs. 4 crores for giving export subsidies to exporters. This makes a total of Rs. 225 crores. There are one or two other points which hon. Members have raised I will cover them first and then come to the Supplementary Demands. Shri Sanghi had raised the question of a third terminal. It was said earlier that the third terminal in Delhi should be at Nizamuddin, but subsequently I was found that the area had some historical monuments, and therefore it has been decided not to have the third terminal at Nizamuddin but at some other place. The search for the third terminal is still on and a decision will be taken very soon.

SHRI N. K. SANGHI : How much time will it take to take a decision ?

SHRI MOHD. SHAFI QURESHI : I think not more than six months. Within six months we shall be able to take a decision. Shri Sanghi had also referred to the Railway Service Commission. He pointed out that the distance from the centralised Service Commission stood in the way of candidates offering themselves for recruitment. Now, it has been decided that each zone will have one Railway Service Commission. Besides, there are also certain backward areas, and it has been decided that one service commission on the North-East Frontier Railway will be set up with headquarters at Gauhati, one branch office of the Northern Railway Subordinate Service Commission at Srinagar or Jammu as may be convenient, and one branch office of the Bombay Service Commission at Jaipur. I think that this should satisfy the demands so far as Rajasthan is concerned.

Shri B. R. Shukla had raised a point about the conversion of the North Eastern Railway lines up to Raxaul and further extension up to Hetanda to be taken up. The surveys have been conducted for conversion of the section from Samastipur to Raxaul via Muzaffarpur or via Darbhanga, and the reports are under consideration. Another survey for a new line from Raxaul to Hetanda in Nepal has also been completed. The survey report is under consideration in consultation with the External Affairs Ministry and the Government of Nepal.

With regard to the Supplementary Demands for Grants, I wish to say that these Supplementary Demands for Grants aggregating to Rs. 20.29 crores are intended to cover post budgetary increases in expenditure.

Of this amount, Rs. 18.32 crores is under revenue expenditure. The additional provision is essentially required to provide for payments arising out of implementation of Pay Commission's Recommendations as accepted by the Government. Some pro-

vision is also required repairs and maintenance of rolling-stock in order to increase the availability by reducing ineffectives, increase in casual labour rates, liquidation of outstanding compensation claims, more expenditure on consumable stores including increase in cost etc. The supplementary appropriations for charged expenditure aggregating to Rs. 1.38 crores are intended to cover payments in satisfaction of court decrees and these are brought to the notice of Parliament.

The details of increased Demands under each Grant have been adequately explained in the book of Supplementary Demands already presented to the House.

With regard to the 'Excess Grants' during the year 1971-72, excesses over the sanctioned grants/appropriations occurred under 9 voted grants and one charged appropriation. These excesses amounted to Rs. 46.15 crores.

While recommending the regularisation of these excesses, the Public Accounts Committee observed that the reasons for the sudden deterioration in the position during 1971-72 should be investigated so as to take appropriate action to keep the excesses to the minimum in future. The Committee further desired that the system of estimation of expenditure on the Railways should be improved.

The excess of Rs. 46.15 crores was mainly shared by two grants, viz. Grant No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund—(Rs. 29.37 crores), and Grant No. 18—Appropriation to Development Fund (Rs. 8.70 crores). The excess under grant No. 15 was mainly contributed by Stores Suspense (Rs. 17.15 crores) and workshop Manufacture Suspense (Rs. 7.50 crores).

The unusual conditions that prevailed during 1971-72 were the main contributory

[Shri Mohd. Shafi Qureshi]

cause of failure to anticipate heavy excesses in inventory holdings etc. Briefly stated, these were :—

- (a) During the year a certain amount of stockpiling had to be done to meet the transportation requirements of 10 million refugees from Bangladesh as also in view of the Indo-Pak hostilities.
- (b) the impact of heavy increase in price level during the year could not be fully anticipated.
- (c) Most of the foreign suppliers insisted on 30 per cent advance payment along with the order for import of materials instead of 5 per cent as was the practice earlier. Some major Indian suppliers also started insisting upon a similar provision. Because of the general credit squeeze, other Indian firms also started insisting on 95 per cent to 100 per cent advance payments at the time of despatch in keeping with contracts with DGS&D.

Some of the important steps taken in this regard are as under : Inventory control cells have been set up on the Indian Railways with one of the main objectives as proper anticipation of budget requirements of stores. A high-level committee headed by the Deputy Minister of Railways has been set up in January 1973 to review the procedures of stores procurement and other inventory control functions. Railways have been asked to keep closer liaison with the Pay and Accounts Officers to ensure better control over the receipt of debits within the budget availability. In order to ensure compliance with the provisions contained in the Indian Railways Code for Mechanical Department relating to the review of balances under workshop manufacture suspense account etc. instructions have been issued to the Railways in March 1973 that meetings should be held between Works Managers and Workshop Accounts Officers every months and at the junior and senior administrative levels at

headquarters quarterly and half-yearly. I am glad to inform the House that as a result of the various remedial measures taken, the appropriation accounts for 1972-73, which have already been presented to the House, show a much better picture, the excess over voted grants/charged—appropriations being only Rs. 10.21 crores compared to the heavy excess of Rs. 46.15 crores which occurred during 1971-72. With these words I conclude.

SHRI N. K. P. SALVE : The whole country is agitated over the movement of coal and other essential commodities to which I referred in my speech. May we have some idea of the present position of movement of coal and other essential commodities in various sectors ?

श्री हुकम चन्द कच्छबाब : उपाध्यक्ष महोदय मैंने जो प्रश्न उठाये हैं, मंत्री महोदय ने उन में से किसी का भी जवाब नहीं दिया है। जो खंग मरे हैं, उन को मुआवजा नहीं दिया गया, छोटी लाइनों को बड़ी लाइन में बदलने और पानी बत्ती की व्यवस्था न किये जान के बारे में मंत्री महोदय ने कुछ नहीं कहा है।

SHRI MOHD. SHAFI QURESHI : I will briefly touch on the point made by Shri Kachwai first. He said that all those people who die in the railways are not paid compensation. Under the new Act, anybody who dies as a result of an accident on the Indian Railways is paid Rs. 50,000 as compensation; the only thing is that the legal heirs of the persons should make the claim and it is only then that the compensation is paid.

श्री हुकम चन्द कच्छबाब : दिल्ली के पास जो दुर्घटना हुई थी, उस में मरने वालों का मुआवजा तो तत्काल दे दिया गया था। अन्य दुर्घटनाओं के बारे में मंत्री महोदय कहते हैं कि मुआवजे के लिये क्लेम दाखिल किये जायें। यह भेदभाव क्यों है ?

SHRI MOHD. SHAFI QURESHI : There is no discrimination between Delhi and any other part of the country.

MR. DEPUTY-SPEAKER : Mr. Kachwai, you can write to him.

SHRI MODH. SHAFI QURESHI : With regard to coal loading, I must make one thing clear, that the Railways are in a position to carry all the coal available with the Coal Mines Authority this time. The only difficulty is that in certain mines there are no siding facilities. We have also had a spate of agitations which greatly hampered coal movement. In normal conditions, I can assure the House that the Railways are in a position to carry all the coal offered by the mines.

SHRI N K P SALVE : He is carrying coal to Newcastle.

श्री हुकम चन्द कछवाय उपाध्यक्ष महादय, भूतपूर्व रेल मंत्री ने यह घापणा की थी कि छोटी लाइना को बड़ी लाइन में बदला जायेगा। मैं चाहता हूँ कि मंत्री महादय इन बारे में आश्वामन दें कि स्वानियर में जो छोटी लाइन जिकपुरी प्रादि जाता है उस का बड़ी लाइन में बन्न बदना जायेगा।

MR DEPUTY-SPEAKER : No, you can write to him.

श्री हुकम चन्द कछवाय उपाध्यक्ष महादय, मैं निवेदन करना चाहता हूँ

SHRI MOHD SHAFI QURESHI : I Will examine it.

MR DEPUTY-SPEAKER : He will write to you in reply. I can allow one or two questions. But it cannot be a sort of running dialogue between the Minister and the member. This sort of thing cannot go on.

श्री हुकम चन्द कछवाय उपाध्यक्ष महादय, मेरा व्यवस्था का प्रश्न है।

MR DEPUTY-SPEAKER : What is the point of order ?

SHRI MOHD SHAFI QURESHI : I had said I will examine it. But if he wants

a reply now, I can give it. Conversion of the Gwalior-Shivpuri NG section should, according to him, be taken up. So far no survey for the conversion has been done, but the Uneconomic Branch Lines Committee which went into the question of conversion of all NG, and MG branch lines did not recommend the conversion of this line.

MR. DEPUTY-SPEAKER : The question is—

“That the respective supplementary sums not exceeding the amounts shown in the third column of the order paper 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, 1974, in respect of the following demands entered in the second column thereof :—

Demands Nos 1 to 6, 8 10 and 16.

The motion was adopted.

MR DEPUTY-SPEAKER : The question is—

“That the respective excess sums not exceeding the amounts shown in the third column of the order paper be granted to the President to make good the amounts spent during the year ended 31st day of March, 1972 in respect of the following demands entered in the second column thereof

Demands Nos 4 to 6 9, 10, 15, 16, 18 and 19.

The motion was adopted.

APPROPRIATION (RAILWAYS) NO 2
BILL, 1974

14.16. hrs.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the