

Duration) Act, 1976, is hereby extended for a further period of one year. Then in view of the fact that there is in force an existing Act passed last year and in view of the present Bill which is an extension of that Act, that Act has to remain until a new Act takes its place. All that you do is, by legislative device, not in substance extending the period at a time for more than one year; and it is made clear that it is at a time only for a period of one year. He was right in pointing out in the proviso such a limitation that Parliament cannot extend it for more than one year at a time. That is exactly what is being done so far as the present Bill is concerned. So, I submit that there is no question of any Constitutional invalidity on that ground.

I was trying to understand his second point. I think he meant—why 18th March? He referred to Article 87. Article 87 is not relevant for this purpose at all. The relevant Article is 83(2). It is stated therein:

“The House of the People, unless sooner dissolved, shall continue for five years from the date appointed for its first meeting and no longer and the expiration of the said period of five years shall operate as a dissolution of the House:”

Therefore, it is really the date of the first meeting from which the period of five years is to be extended. That is why I mentioned 18th March.

*Moved with the recommendation of the President.

It is true there is another obligation that at the commencement of each Session the President shall address the House.

Therefore, there is nothing wrong in the provision in the Bill. It is in terms of 83(2) and also in terms of the proviso which enables Parliament to extend the period.

MR. SPEAKER: The question is:

✓ “That leave be granted to introduce a Bill to provide for the further extension of the duration of the present House of the People.”

✓ *The motion was adopted.*

SHRI H. R. GOKHALE: I introduce the Bill.

12.37 hrs.

✓ SUPPLEMENTARY DEMAND* FOR GRANT (RAILWAYS) 1976-77 AND DEMANDS* FOR EXCESS GRANTS (RAILWAYS), 1974-75 ✓

MR. SPEAKER: The House will now take up discussion and voting on the Supplementary Demand for Grant in respect of the Budget (Railways) for 1976-77.

The House will also take up discussion and voting on the Demands for Excess Grants in respect of the Budget (Railways) for 1974-75.

The time allotted is 2 hours.

Motion moved: ✓

[Mr. Speaker]

"That a Supplementary sum not exceeding rupees one thousand be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

Supplementary Demand for Grant (Railways), 1976-77

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the vote of House
		Rs.
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund	1,000

MR. SPEAKER: Motion moved:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1975, in respect of the following Demands entered in the second column thereof:—

Demands Nos. 1, 3, 8 and 15."

Demands for Excess Grants (Railways), 1974-75

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the vote of the House
		Rs.
1	Railway Board	5,58,431
3	Payments to Worked Lines and others	52,265
8	Working Expenses—Operation other than Staff and Fuel	1,11,15,907
15	Open Line Works—Capital, Depreciation Reserve Fund and Development Fund	16,78,53,181

SHRI SEZHIYAN (Kumbakonam): I want to raise a point of order. Shall I raise it now? My point is that these demands which are being put now cannot be considered by the House.

It will depend upon the decision of the Chair whether they are in proper form.

MR. SPEAKER: You can raise point of order at any time.

SHRI SEZHIYAN: The demands as presented in the Supplementary Demands for Grants 1976-77 are not in Order. In the introductory remarks it has been rightly said that Supplementary Demands have been necessitated

for recouplement of the advances from the contingency fund. You are aware that the contingency fund is there to meet any unforeseen or new expenses that have not been contemplated in the Budget Demands when they were presented.

✓ MR. SPEAKER: Are you citing any rule?

✓ SHRI SEZHIYAN: I shall come to the rule.

Whenever any amount is taken from the contingency fund, two specific things are there which should be borne in mind. There is a set of rules and procedure which should be followed for the withdrawal from the contingency fund. I am quoting from the General Financial Rules which give Contingency Fund Rules. If any amount is taken from the contingency fund it should be recouped at the immediately following session. Rule 8 says that "supplementary estimates for all expenditure so financed by taking advance from the contingency fund shall be presented to the Parliament at the first session meeting immediately after the advance is sanctioned." As soon as Parliament has authorised the additional expenditure it has to be recouped. There is a certain date when the advance is made from the contingency fund. Immediately, at the next session, that should be presented and Appropriation Bill passed and the amount should be recouped to the contingency fund.

Take Demand No. 14. It is stated that "the increase of Rs. 2.4 lakhs in charged expenditure is for payment in satisfaction of certain court decrees. The amount was advanced in August 1976 from the contingency fund of India." Yesterday I wrote a letter asking them to give all the dates on which the decreetal orders were passed and advances were taken. Sir, I don't blame them; I had not received a reply. Only yesterday I wrote it. Anyway I go on the facts given. They say, these advances were made in August. Either the advances were made during the

period from 1st August to 9th August or from 10th August to 31st August. If it was from 1st August to 9th August, then, the advance was taken prior to the last session. That means, if there are items for which advance was taken from 1st to 9th August they should have come before the House as per rule 8 of the contingency fund rules. It says that supplementary estimates for all expenditure shall be presented at the next session of the Parliament. Suppose they have taken during the period from 10th August to 31st August in which case it attracts another restriction. No amount can be withdrawn from the contingency fund as per a decision given by the Speaker. In December, 1974, we raised certain issues on the withdrawal from the contingency fund and recouplements. There was a long correspondence from the Speaker to the Finance Ministry. Then on 19th February 1975 the Speaker said in reply to the Finance Ministry.

I am of opinion that when Lok Sabha is in session any Demand for new service should be brought before the House and not met from the contingency fund.'

That means, there is a clear decision. This is known to the Finance Ministry. It is not as if the Railway Ministry alone is doing it because as per this contingency rules any amount withdrawn from the contingency fund goes through the Secretary of Finance or Financial Commissioner. As per Rule No. 4 of the Rules of Contingency Fund it is stated that "subject to the provisions of Rule 5 below all applications for advance from the fund shall be made to the Secretary to the Government of India, Ministry of Finance, Department of Economic Affairs." Rule 5 is to the effect that application for advances required for the Railways should be made to the Financial Commissioner in the manner provided for in rule 4. Therefore, they should all be aware of the decisions given in February 1975. Afterwards, I think

[Shri Sezhiyan]

on 1st April, 1976, they took some amount from the Contingency Fund. This was then informed to the House. It came before the Committee on Papers laid on the Table. The Finance representative came there. We pointed out this to him. He said, 'No, no. This is a letter written by the Speaker to the Ministry'. Then we quoted an earlier ruling saying that whenever the Speaker gives a decision, whether in the House or on file, it becomes the decision of the House. This decision was given by Speaker Shri Ayyanger. It said:

"Lest it be misunderstood in future...I may say so far as the procedure is concerned as to what ought to be done here; whether inside the Chamber or outside the Chamber on any matter that arises, if I give my decision, it is as good as a ruling in the House".

Therefore, even if it is in a letter written by the Speaker, it is a decision of the House. Then he accepted the position and apologised. This happened on 11 May 1976 when he appeared before the Committee. When the Secretary of the Finance Ministry comes there, I take it Government is aware of the decision. They should not have done this.

✓ SHRI NAWAL KISHORE SINHA (Muzaffarpur): If at all it is a lapse, such lapses had been condoned in the past.

✓ MR. SPEAKER: That is for the House to decide. He is raising it.

✓ SHRI SEZHIYAN: Therefore, the amount advanced under Demand No. 14 is not being regularised in the proper manner. I am not questioning the wisdom of the expenditure. They might have some exigencies. But why did they not abide by the rules or the decision given by the Speaker? If they had done it before 9th, they should have come before the previous session as per the mandatory rule I quoted. If they had done it after the 9th, it

goes against the ruling of the Chair. In both cases, it cuts. I am sorry to say that it is not being regularised in the proper way. Therefore, Demand No. 14 cannot be taken up in this background unless we refer the matter to the PAC and they go into it. The House is not competent at this stage to discuss it. If it goes against the rules, amend the rules. You have amended the Constitution. I will be one with you there. Or you withdraw the ruling of the Chair. Then also it will be in order.

As regards Supplementary Demand No. 15...

✓ MR. SPEAKER: You are raising only one point.

✓ SHRI SEZHIYAN: This is another one.

✓ MR. SPEAKER: You can raise only one point in a point of order. You must follow the rules. Unless you say that it forms part of the same point of order, you cannot raise it now. If it is a different point of order, you should raise it separately, not at this time.

✓ SHRI SEZHIYAN: This is financial impropriety, financial disorder, I would say.

✓ MR. SPEAKER: Raise it separately.

✓ THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The hon. member is not right. The whole paragraph of the PAC Report is clear. The Committee recommended that normally no amount should be drawn from the Contingency Fund to meet expenditure on a new service. This is not a new service. This is charged expenditure. That is the difference. This is in continuation of what we are already doing. It is not a new service at all. The direction given by the Lok Sabha was that in regard to expenditure on a new service, normally no amount should be drawn from the Contingency Fund to meet it; while the Lok

Sabha is in session, every attempt should be made to get prior approval of the Lok Sabha by including the amount in the annual financial statement or the supplementary demands for grants pertaining to that year. However, in exceptional cases when withdrawal of advance from the Contingency Fund becomes inevitable owing to some procedural difficulties like the one that money drawn on a vote on account cannot be used for expenditure on a new service, Government should first circulate the statement giving details and so on and so forth. This is not a new service. This is already charged expenditure. So the argument which the hon. member has raised does not apply to this case.

SHRI SEZHIYAN: The rule does not speak of a new service. It says withdrawal from the Contingency Fund should be put up immediately in the next session.

MR. SPEAKER: I do not have the rule just now with me. Are you quoting the PAC recommendation on this?

SHRI MOHD. SHAFI QURESHI: It says:

"The committee recommends that normally no amount should be drawn from the contingency fund to meet expenditure on a new service while Lok Sabha is in session."

The same direction was given by the Speaker. He is confused and he is confusing the House.

SHRI SEZHIYAN: He cannot say such harsh words. He should withdraw them. I am only trying to help the House.

MR. SPEAKER: This is rule 8 of the Contingency Fund of India Rules. This is Government's own rules?

SHRI SEZHIYAN: Yes.

MR. SPEAKER: Your own rule does not speak of new service.

MR. MOHD. SHAFI QURESHI: The PAC report says:

"This recommendation before finalisation was placed before the Speaker and approved by him."

For new service only it was given. It is not a new service.

MR. SPEAKER: Will the PAC Chairman throw some light?

SHRI H. N. MUKERJEE (Calcutta-North-East): Off hand I cannot throw much light, our report related to new services, but from what I heard from Mr. Sezhiyan...

MR. SPEAKER: Mr. Qureshi, you are referring to the report of the Committee on Papers Laid on the Table, not PAC.

SHRI MOHD. SHAFI QURESHI: My point was, the Speaker had approved it.

SHRI H. N. MUKERJEE: I was saying that from what I heard from Mr. Sezhiyan, it seems any outgo from the Contingency Fund has to observe certain rules. Under the government's own rules in regard to this kind of expenditure, certain procedures are laid down. He quoted the rule and he quoted also the Speaker's direction. If monies are wanted by the government, they should have to be asked for in a particular way. This sum of money should have been asked for in the August-September session of Parliament. Government did not take any steps in this regard. This kind of default cannot be covered over. This is not purely a technical fault. It also suggests a habit of disregarding Parliament and its guardianship of the finances. Whenever there is an outgo from the consolidated fund, Parliament has to give its sanction. There is a procedure laid down. They had to come before Parliament in August-September. They let go that whole session and woke up very much later.

[Shri H. N. Mukherjee]

I do not know how the minister is trying to take shelter behind some permission you are supposed to have given. I do not think you have ruled on the permissibility of this item being taken up by this House before you have heard the House. They have already taken out of the Contingency Fund some money which should have been reported to us in the last session of Parliament, which they did not do.

✓ SHRI BHAGWAT JHA AZAD (Bhagalpur): Any such recommendation cannot overrule the contingency rules which are placed on the rules book for directing any financial transaction. I am sorry, I cannot approve of this.

✓ SHRI MOHD. SHAFI QURESHI: I would like to take some time because we must see the recommendations.

✓ MR. SPEAKER: Let the discussion continue. We will come to this later on.

✓ SHRI SEZHIYAN: What about the second point?

✓ MR. SPEAKER: When you speak you can raise it.

✓ SHRI SAMAR MUKHERJEE (Howrah): Without giving your ruling, how the discussion can start?

✓ MR. SPEAKER: Obviously any ruling or anything cannot prevent the House from discussing this.

✓ SHRI BHAGWAT JHA AZAD: Since you have given your order, we have no objection to that. Under the orders which he has quoted, a discussion cannot go on. But, perhaps, it is you who can condone this or some way must be found out.

✓ MR. SPEAKER: There is no rule which says that the House cannot take up any discussion or this cannot be taken up.

✓ SHRI BHAGWAT JHA AZAD: No question of House rule. The simple point is that when the contingency

rules have been quoted, violating the financial transactions, you cannot take further discussion when it is pointed out. Since you have allowed the discussion, some way must be found out. (Interruptions)

✓ SHRI P. VENKATASUBBAIAH (Nandyal): If the point of order is not disallowed and at the same time, if you allow the discussion, then it will become infructuous (Interruptions)

✓ MR. SPEAKER: Let us understand the position. The rule, as it is, says that any such demand or any expenditure must be reported to the House at the earliest. If the House is in session, it should be done immediately or in the first session immediately. According to the facts produced, it seems that it has not been done. There has been a lapse unless the Minister comes out with some lapse in non-observance of this some lapse in nonobservance of this procedure according to Rule 8. If it is so—I am saying this conditional because the Minister wants to make a submission that they have not violated the rules—the House can always take notice of it and gives a warning that it should not be done in future and can proceed with the discussion. There is no such procedure which prohibits further discussion on this. There is no such rule at all. I am proceeding with this discussion with the assumption that if the Minister who has been given benefit of time, has certain facts, he can produce them and then we will decide about it.

Meanwhile, the discussion can continue.

✓ SHRI SEZHIYAN: About Demand No. (Interruptions)

✓ MR. SPEAKER: You can pinpoint it when you speak.

✓ SHRI SEZHIYAN: Out of the three demands, I feel two are irregular.

✓ MR. SPEAKER: You can reject that.

13 hrs.

At the end of page 5 also it is said:

How can you prevent the House from discussing it; I am only saying: let us discuss it. If you say that it is irregular, you can point it out. There will be some procedure, according to the rules, by which we can do it; some rules of the House.

"2. The excess works out to 4.3 per cent of the Final Grant of Rs. 8 thousands for Charged Expenditure. The excess was due to more payments in satisfaction of court decrees."

✓
SHRI DINESH JOARDER (Malda): The Minister should make his submission for the House to regularize this procedure. Then the House can continue, the discussion.

Again in the Supplementary Demands for Grants also it is stated in page 1:

✓
SHRI MOHD. SHAFI QURESHI: Sir, you have already said that it should be discussed later on. We wanted an opportunity to be given. I want to know from the hon. Member whether under the rule which he has quoted, for the withdrawals from the Contingency Fund we should come to the Parliament immediately, i.e. in the same session or in the next session.

✓
"3. The increase of Rs. 1.21 lakhs in Charged expenditure is for payments in satisfaction of a court decree. This amount was advanced in September 1976...."

✓
MR. SPEAKER: Are you asking him questions

The Railway Administration have made these payments in cases where the court decrees have gone against them. There have been a large number of cases involving dismissal and removal of employees, where the employees have gone to the court, and the court has given judgement in favour of the employees, striking down the order for removal or dismissal on the ground that the Railway Administration did not follow the procedure laid down in the Constitution under Art. 311(2).

✓
SHRI MOHD. SHAFI QURESHI: I am doing it because he has quoted some rules.

✓
MR. SPEAKER: These are government rules, your own rules. You should read them. Now Mr. Samar Mukherjee.

13.02 hrs.

✓
[MR. DEPUTY-SPEAKER in the Chair.]

✓
SHRI SAMAR MUKHERJEE: I am opposing these Demands for Excess Grants, as also the other Demands. I will speak only on one aspect. At the end of page 3 it is said:

"2. The excess works out to 10.9 per cent of the final grant of Rs. 2.20 lakhs for Charged Expenditure. The excess was due to more payments in satisfaction of court decrees."

Just now a point of order was raised. The Railway Administration did not care for the rules and even the courts have struck down their actions. So, the employees had gone to the courts under Article 311(2) or Article 226 dealing with writ petitions. And in a number of cases the employees have got favourable judgements; of course the Railway Administration had to pay extra money to the employees because they dismissed them without adopting proper procedures; and the courts have said that those removal orders were *ultra vires* and void. So, they were given re-appointment; but in

[Shri Samar Mukherjee]

many cases the employees were simultaneously suspended. Suspension means that at least 50 per cent of the wages have to be paid. That involved the payment of extra money. But the most unfortunate part of the thing is that the railway administration, without giving due respect to the judgments of the courts in most of the cases and taking an attitude of vindictiveness, have decided to go in appeal. This again involves the Government in extra expenditure. This point I have raised several times, and I am raising it again now, taking advantage of these Supplementary Demands where they are asking for extra money from the House in order to meet the charges arising from the judgments which have gone against them.

MR. DEPUTY-SPEAKER: They are not asking for extra money. They are asking for regularisation of the expenditure.

SHRI SAMAR MUKHERJEE: That money they have already spent. In future also they will have to come again because they have decided to go in appeal against various other High Court judgments.

MR. DEPUTY-SPEAKER: So, you want to give them this money or not?

SHRI SAMAR MUKHERJEE: I oppose this because it is against the employees and against the judgment of the courts. That is why in principle I am opposed to it. My appeal to the railway administration is to change their attitude and not to go in for such appeals when the judgments are in favour of the employees. There are a large number of such cases, I do not want to go into details though I have got the records and files with me, but I do not want the railway administration to take up this attitude. That is why I am opposed to this.

I have nothing to say on the other Demands.

MR. DEPUTY-SPEAKER: Irregularity appears to be infectious today. I discover that there is one cut motion which was given notice of by Mr. P. K. Deo. He should have moved it before. It is not his fault. We were in a little hurry today. He can move it now.

SHRI P. K. DEO (Kalahandi): I have already moved it.

MR. DEPUTY-SPEAKER: You have moved it by writing in a slip. This is a new procedure of moving by sending a slip to the Chair. I am not aware of it. Anyway, you can formally move it now.

SHRI P. K. DEO: I beg to move:

"That the Demand for a Supplementary Grant of a sum not exceeding Rs. 1,000 in respect of open line works-capital, depreciation reserve Fund and Development Fund be reduced by Rs. 100."

["Desirability of placing order for P.C.C. railway sleepers with small scale industries instead of monopoly houses," (1)]

सदर स्वर्ण सिंह सीखी (जमशेदपुर):
डिप्टी स्पीकर साहब, ये जो रेलवेज के लिए सर्जिमेंटरी डिमान्ड्स फार ग्रान्ड्स ली गई हैं, इन में जो दो डिमान्ड्स हैं, एक्सेस डिमान्ड्स और 1975-76 की डिमान्ड्स की, उन दोनो के बारे में बारी-बारी में कुछ कहूंगा और रेलवे मिनिस्टर साहब से गुजारिश करूंगा कि वे इसको क्लेरीफाई करें कि इनका रेलवे बोर्ड क्या कर रहा है।

ये जो 1976-77 की डिमान्ड्स फ़ार ग्रान्ड्स हैं इसमें 3.61 लाख रुपया कोर्टे डिफ़ी के लिए रखा गया है और 1,000 रुपया टोकन के तौर पर "वर्क्स" के लिए रखा गया है। मैं जानना चाहता हूँ कि ये कोर्टेस की डिफ़िया क्या हैं? क्या ये कोर्टेस की डिफ़िया कांस्ट्रक्शन्स के बारे में हैं या लेबर के बारे में हैं या पिलफ़ेज के बारे में हैं? ये किस वजह से हुई हैं, किन-किन कारणों से हुई हैं और इनके लिए स्टाफ़ कहां तक जिम्मेदार है, इसका जवाब चाहिए।

इसके अलावा यह जो आप का रेलवे बोर्ड है, उसके बारे में इसमें लिखा हुआ है :

"The Public Accounts Committee in their Eleventh Report (Fourth Lok Sabha) recommended that the Ministry of Railways should be given the power to re-appropriate funds available within the sanctioned Grants for meeting the expenditure on 'New Works' costing below Rs. 25 lakhs....".

जहां जहां इस रेलवे बोर्ड को पब्लिक अकाउंट्स कमेटी से फ़ायदा मिलता है, वहां वहां वह उसको कोट करते हैं और उसके मुताबिक एक्शन भी लेते हैं। मैं 1975-76 की पब्लिक अकाउंट्स कमेटी की रिपोर्ट से जोकि 31 मार्च, 1976 को यहां रखी गयी है, उसके सेक्टर दो को कोट करता हूँ। उसमें जो रिक्मेंडेशन्स की गयी हैं, उनमें कहा गया है—1974-75 के बारे में कहा गया है—यह पहले पैराग्राफ़ में है—

There is a PAC Report (1975-76) of 31st March, 1976. On page 22, it says:

"The Committee note that as per calculations made by the Railway Board the losses borne by the Railways in 1974-75 because of their special obligations have been estimated at about Rs. 203.91 crores. Out of this amount, Rs. 45.61 crores are attributed to the loss suffered by the Railways annually for the carriage of principal low-rated commodities such as foodgrains, oily seeds, sugarcane and ores etc."

There is another paragraphs also. It says:

"The Committee would however like to stress that the Railways should not be required to carry any item other than Government owned cereals, pulses and Government relief materials especially for public distribution system at reasonably concessional rates. All other items should be carried at the cost plus rates basis; otherwise the losses will have to be borne by the weaker section of the society even those who hardly get any benefit out of it through direct and indirect taxation."

चीज यह है कि डिबीजनल सुपरिन्टेंडेंट और दूसरे रेलवे आफ़िसर्स क्या करते हैं, इसका मुझे पता है। उनको अगर रेलवे बोर्ड का हुक्म न हो तो वे कुछ नहीं कर सकते। जितने भी फ़ैक्टरीज के मालिक हैं, उनका माल ओवरलोडिंग करके भेजा जाता है।

✓ MR. DEPUTY-SPEAKER: You are speaking on which demand?

✓ SARDAR SWARAN SINGH SOKHI: Both are taken together.

✓ MR. DEPUTY-SPEAKER: I don't see how what you speak, is in relation to this.

✓ SARDAR SWARAN SINGH SOKHI: I want to say that whenever this Report suits them, they agree with this. Otherwise, they say that they have not taken note of it. Wherever it suits them, they say, "Yes, we agree with the recommendations of the PAC." Where it does not suit them, they say, "We do not agree with it."

✓ MR. DEPUTY-SPEAKER: I am asking you whether it is your contention that when it suits them they are taking a stand according to the PAC's Report and that is why, they have quoted the Report of the PAC. Is that the basis on which you are opposing these demands or supporting these demands?

✓ SARDAR SWARAN SINGH SOKHI: I am just mentioning it. I will come to that later on. I am not opposing the Bill. I say that when it suits them, they agree to it.

I would now come to Demand No. 74. I want to know what is the reason for the delay? Why have they delayed it? Somebody has objected to it. Now I will come to the general point. I would suggest that wherever the court decrees are paid by the Railway Department, the money should be recovered from the railway offices from their property.

Another thing that I want to mention in a general way is that nothing has been done yet to the over-bridge in my area . . .

✓ MR. DEPUTY-SPEAKER: Please don't bring in extraneous matters. This is not a general debate on the working of the Railways; it is only in regard to the Demands which have been itemised here that you may speak. It should be with reference to the Demands; otherwise we would be enlarging the scope and it becomes a general discussion. (*Interruptions*)

✓ SARDAR SWARAN SINGH SOKHI: Now, this is with regard to dacoity. Two months ago, dacoity took place in the Tata-Amritsar train. I wrote

to the Minister about it, but nothing has been done yet. So, the law and order situation in the trains should be attended to by the anti-corruption officers.

Then, I would say that the regional

✓ MR. DEPUTY-SPEAKER: Let me read out the rule relating to the Supplementary Demands. It says that the debate on the Supplementary Grants shall be confined to the items constituting the same and no discussion will be raised on the original demands nor on the policy underlying them save in so far as it may be necessary to explain or illustrate the particular items under discussion. That is the scope of the Supplementary Demands and you are raising so many other things which have no relation to the Demands.

✓ SARDAR SWARAN SINGH SOKHI: Now, I have mentioned about the P.A.C. Report for 1974-75 and that they have recommended therein, and the answer given is what they have noted the observations of the Committee.

✓ MR. DEPUTY-SPEAKER: You may confine yourself to these Demands.

✓ SARDAR SWARAN SINGH SOKHI: Well, I would like to know the reason for bringing these Demands only for three decrees . . .

✓ MR. DEPUTY-SPEAKER: I think you have exhausted whatever you wanted to say. Kindly sit down.

✓ SARDAR SWARAN SINGH SOKHI: Again, I would like to repeat that whatever court fees have been paid should be recovered from the officers.

✓ DR. RANEN SEN (Barasat): I have to make only two points. The first point is about the excess grant and this excess is reported to be due to more payment under court decrees. I recall that last year, in the Labour

Consultative Committee, the question of the Railway authorities going in appeal against the decision of the High Court in Calcutta and in Andhra, where they were reportedly in favour of the workers, came up and the Labour Consultative Committee unanimously came to the conclusion and also advised the Labour Minister of the common feeling of the Labour Consultative Committee Members that the Railways should not go against the interests of the workers by appealing against the decision of the High Court. Mr. Samar Mukherjee also pointed out that some of the excess grants are due to this fact and in spite of the Labour Ministry advising the Railway Administration not to do that, it has been done.

The second point that I want to raise, though small, is very important. Under Supplementary Demand No. 14, Construction of New Lines—Capital and Depreciation Reserve Fund, I find that certain construction works are going on. It is very important, and nobody has any objection. There is a particular thing, which is 'Restoration of rail link between India and Pakistan on Amritsar-Lahore section'. It is very commendable but that reminded me of another part of India, which is near Bangladesh, namely the railway line going from Sealdah to Bongaon, which is the next station to Bangladesh. For the last few years, many of the Members of this House and of Rajya Sabha have been praying for the construction of double line between Dum Dum junction and Barasat. This has been going on for the last few years. When this talk was there, it was pointed out that, sooner or later, we will have better relations with Bangladesh and there would be a straight railway line between Bangladesh and India.

I have been pursuing the matter for a very long time and at a certain point of time, the late lamented Shri Lalit Narain Misra assured me in his letter dated 16th September, 1974 and I quote:

2102 L.S.—3

"I may, however, assure you that the Railways are seized of the importance of this scheme and every effort will be made to take up the work expeditiously."

After his death, I pursued the matter with Shri Mohd. Shafi Quereshi and he knows the whole matter. After having a little discussion with me, he wrote to me on 9th December, 1975:

"We are fully alive to the needs of the commuters of the area, but you will appreciate that it will be possible to take up the project only after the financial arrangements for it are finalised."

In the Consultative Committee meeting, when Shri Kamalapati Tripathi was also present, this question was raised by almost all the members from West Bengal, including a Member from Rajya Sabha, Shri Kali Mukherjee. That shows that it cuts across all political and party affiliations. Shri Kali Mukherjee has also written that this double line should immediately be taken up. I also pressed that point. Pandit Ji was sitting in the chair and he nodded, but I do not know, whether he nodded for approval or for what reasons.

Then, on behalf of the Railway Administration, Shri Buta Singh wrote to me on July 13, 1976:

"The Railways are fully alive to the needs of the commuters of the area, but you will appreciate that it will be possible to take up the project only after the financial arrangements are finalised. I may assure you that the Railways will take immediate steps as soon as this is settled and the availability of funds improves."

In spite of the fact that the Railway authorities, including Shri Kamalapati Tripathi, have, in principle, accepted this, somehow the things are not proceeding. It is a small stretch of land, just 6-7 miles, from Dum Dum junction to Garasat; it is a small area.

[Dr. Rajen Sen]

Crores of rupees are not needed; so much money is not required. This work can be taken in hand and a few lakhs of rupees can be invested there initially. I would like to draw the attention of Shri Kamalapati Tripathi to this; Shri Mohd. Shafi Quereshi, of course, knows about it. For the information of the hon. Minister, I can tell that from Dum Dum junction to Dum Dum Cantonment, there is already land, which is available, where double line can be laid and as I said, it will require a few lakhs of rupees for being invested in the beginning. Let us start it. I do not know, why the Railway Ministry is taking so much time.

I conclude with these two points that I have raised.

✓ श्री भागवत झा आजाद (भागलपुर):
उपाध्यक्ष महोदय, मैं इन मांगों का समर्थन करता हूँ। यद्यपि जो इन्होंने अभी रूल कोट किया, माननीय सेझियान ने, लेकिन साथ साथ इसी में लिखा हुआ है अन्त में :

"The Public Accounts Committee, after examining the excesses, have recommended their regularisation, in para 2.49 of their Two hundred and twentyseventh Report on excesses over Voted Grants and Charged Appropriations....".

The Public Accounts Committee has recommended their regularisation and had this been told to us beforehand, I would have requested Mr. Sezhiyan to just allow it to go and do that.

✓ SHRI SEZHIYAN: These are Excess Grants and they are Supplementary Grants.

✓ SHRI BHAGWAT JHA AZAD: When I thought, the excesses were rather worse than the supplementary, I felt that for excesses without permission, they can come for permission not for the supplementary—in

case it has already been scrutinised and I am told. ठीक भी थ, सो मैं इन मांगों का समर्थन करता हूँ और श्री सेझियान को खुश करने के लिये मैं कुरेशी साहब से कहूँगा कि भविष्य में वह भी इसके लिये ख्याल रखें कि एक कानून को पाबन्दी को मानना चाहिये। लेकिन अब इस प्वाइन्ट के साथ इसका समर्थन करना चाहिये।

मुझे प्रसन्नता है कि रेलवे ने इन सम्प्लीमेंट्री ग्रांट्स लाने के पहले और अब अच्छे काम किये हैं। मैंने अभी परसों के हिन्दुस्तान अखबार में पढ़ा था कि कुरेशी साहब की नियरमेंटिप में एक इन्वैटरी कमेटी बनी थी और उसने 156 करोड़ का सेविंग रेलवे को दिया है। मुझे इसकी प्रसन्नता है और मैं रेल मंत्री को धन्यवाद देता हूँ।

साथ ही अखबार में यह भी पढ़ा कि कुरेशी साहब ने बड़े जोर-शोर से परिवार नियोजन को लिया है। मेरा ख्याल है कि प्रारम्भ में उन्होंने अपने से ही किया होगा वह इस काम को जोर शोर से करें। अगर हिन्दुस्तान को बचाना और बढ़ना है तो अगले 20 बरस के लिये पूरा जोरो ग्रोथ होना चाहिये। उसके लिये यह कंपलसरी होना चाहिये। यह प्रसन्नता की बात है कि रेलवे ने इस ओर ध्यान दिया है।

मुझे इस बात पर प्रसन्नता हो रही है कि रेलवे मंत्रालय ने सम्पूर्ण मंत्रालयों में सबसे अधिक हिन्दी के प्रसार के लिये काम किया है। इस देश में 2 प्रतिशत व्यक्ति हैं जो या तो मंत्री हैं, या अफसर हैं या बड़े-बड़े स्थानों पर हैं, जिनको हिन्दी नहीं आती है वह इस रास्ते को रोकें हुए हैं। इसलिये अगर

रेलवे मंत्रालय यह सरहानीय कार्य कर रहा है, तो इस सब के लिये कुरेशी साहब धन्यवाद के पात्र हैं, यद्यपि वह हिन्दी भाषी नहीं हैं, काम्यारी भाषा जानते हैं ।

✓ MR. DEPUTY-SPEAKER: You know the rules very well.

✓ श्री पी. के. देव : माननीय सदस्य नेयरमैन की पैनल में हैं ।

✓ श्री भागवत झा आजाद : उपाध्यक्ष महोदय, आपको तो नहीं, लेकिन मैं इन सज्जन को बतलाना चाहता हूँ कि वह बहुत पीछे लोक-सभा में आये हैं । रूल तो है, मगर मैं 1952 से पार्लियामेंट में हूँ और हर बजट में 'सप्लीमेंटरी बजट में भी, सदन का कन्वेंशन हो गया है, माननीय सदस्यों को अधिकार हो गया है कि वह अपनी बात कहें । मैंने कन्वेंशन का उदाहरण लिया है । ये अभी बहुत पीछे हैं । मैं निवेदन करूंगा कि वे अपने कान खोलें और मुंह बन्द करें ।

मेरा कहना यह है कि नई रेलवे लाइन बिछाई जा रही है । अगर कोई ट्रेन दिल्ली से गोहाटी जाती है, लम्बी चौड़ी ट्रेन है, उसके लिये दिल्ली से लेकर मुगलसराय तक, पटना और क्यूल तक डबल लाइन है और आगे बहरवा से गोहाटी तक डबल लाइन है तो इसका क्या औचित्य है कि बीच में सिर्फ कुछ माइल का टुकड़ा भागलपुर में, जहाँ कि मैं भी रहता हूँ, वहाँ डबल लाइन नहीं की जाये ? अगर आपने एक्सेस ग्रान्ट लिया है तो उस पर क्यों नहीं लिया । वह स्वीकार कर लेते । एक्सेस ग्रान्ट अगर होनी चाहिये तो इस पब्लिक कार्य पर भी कीजिये । आपने कहा कि रेलवे मंत्रालय इस सिद्धान्त को नहीं मानता है कि बैकवर्ड क्षेत्र में जब तक ट्रैफिक नहीं आये नये प्रोजेक्ट नहीं लिए जायें । मैंने मंत्री जी से कहा कि यह नियम है और उस

सम्बन्ध में पत्र भी लिखा लेकिन रेलवे बोर्ड से फिर वही जवाब आ गया । मैं फिर पत्र लिख रहा हूँ । रेलवे मंत्रालय को टिनसुखिया मेल चराना पड़ी और जो स्टेशन तथा जो ठहराव मैंने मांगे, वे देने पड़े । मंत्री महोदय से मेरा यह निवेदन है कि वह क्यूल से भागलपुर तक की डबल लाइन के मेरे एक-सूत्री कार्यक्रम को मान लें, तभी रेलवे की एक्सेस डिमांड्स और सप्लीमेंटरी डिमांड्स जस्टिफाइड होंगी । मुझे आशा है कि रेलवे के अगले बजट में इस को स्वीकृति मिल जायेगी । अगर उस को स्वीकृति नहीं मिलेगी, तो मैं लोक सभा के सामने रेलवे के ऐसे सौ उदाहरण पेश करूंगा, जिन से पता चलेगा कि रेलवे ने इमरजेंसी के दौरान किस तरह जुल्म, अत्याचार और अनियमितता की है । मैं जानता हूँ कि लायल वर्कर्स के बच्चों को नौकरी देने के नाम पर कितनी एडवांस्ड एपॉयंटमेंट्स की गई हैं । मैं जानता हूँ कि इस सम्बन्ध में लायल वर्कर्स के साथ किस तरह अन्याय किया गया है । मैं यह भी जानता हूँ कि नयी रेलवे लाइन्स कहाँ बनाई जाती हैं ।

इन मांगों का समर्थन करते हुए मैं पुनः अनुरोध करता हूँ कि क्यूल-भागलपुर डबल लाइन को स्वीकृति दी जाये ।

✓ MR. DEPUTY-SPEAKER: Kindly sit down Mr. Sokhi. I know you will say this.

✓ SHRI BHAGWAT JHA AZAD: He has spoken this thing.

✓ MR. DEPUTY-SPEAKER: I stopped him.

The man sitting in the Chair can run the business of the House only with the co-operation of the Members. if they do not co-operate, then it becomes difficult.

[Mr. Deputy Speaker]

(Interruption)

In a subject, like the Railways, everybody has a little demand of his own and he wants to seize an opportunity to highlight those demands. It is irregular. But still that is how it is. Convention cannot over-ride the rules. If, however, the convention is to over-ride the rules, then take away those rules.

✓ **SHRI BHAGWAT JHA AZAD:** They are un-written part of the rules. They are being followed for the last 25 years.

✓ **MR. DEPUTY-SPEAKER:** Order, please. Let me finish. If the House so decides that they can take this opportunity and highlight other local problems, you can do that. To that extent I turn a blind eye to the rules. My idea of the convention is that a convention is developed when there is no specific rule. But where specific rules are there, we try to abide by those rules. Then only we can transact the business of this House. I would really request the hon. members to keep this in mind. Otherwise it is not possible to run the business.

✓ **SHRIMATI PARVATHI KRISHNAN (Coimbatore):** Are we going to follow the rules or the conventions?

✓ **MR. DEPUTY-SPEAKER:** As far as I am here, I will follow the rules.

It becomes difficult for me to fight with the Members. It gives me no pleasure. It gives me pleasure if Members are satisfied. It is my duty to point out these things and to bring about certain limitations.

✓ **SHRI C. M. STEPHEN (Muvattu-puzha):** You can be a little flexible.

✓ **SHRI P. K. DEO (Kalahandi):** Mr. Deputy-Speaker, I would like to point out that because of lack of timber in this country the Railways have to go in for cement sleepers and efforts have been made in this regard. So far as the technology of pre-stressed cement concrete products are concerned sufficient progress has

been made in this country. Many small scale industries are scattered all over the country who manufacture these pre-stressed cement concrete products like transmission lines for the State Electricity Boards or pre-stressed Hume Pipes and things like that. Now, because of lack of sufficient demand they have been lying idle. It is our misfortune that though in this House we are very vociferous that they patronise monopoly houses, it is only very few monopoly houses who get order for supply of pre-stressed cement concrete sleepers. I submit this to the Railway Minister through the House. Instead of patronising a few monopoly houses the order should be divided between various small scale industries. Even though it is a specialised job they should be patronised and it is to be done in various States. Otherwise the employees would be out of employment in those industries and remain idle. The orders for the requirements of the Railway board so far as these pre-stressed cement concrete sleepers are concerned should be split. They should be distributed to various small scale industries and these people will be immensely benefited by this step. We give various impetus to small scale industries in regard to price, in regard to various other incentives, and they produce goods as per the ISI specifications, and they fulfil the requirements. I hope the Railway Minister will consider this and that he will patronise them.

✓ **MR. DEPUTY-SPEAKER:** Mr. Sezhiyan wants to raise another point of order. I thought the first point of order should have been disposed of before the second point of order is raised. It has not been done. He has written saying that he wants to raise another point of order.

✓ **SHRI BHAGWAT JHA AZAD:** Discussion has already started. How can he stop that? Discussion has already started.

MR. DEPUTY-SPEAKER: Point of order can be raised at any time. As you know, during the debate at any time, a point of order can be raised. You are very well aware of that. If any Member wants to raise a point of order I cannot stop him.

SHRI SEZHIYAN: Sir, it is not my intention to obstruct nor even to confuse the treasury benches. He knows me very well. In committees and other places I always try to help. I always try to help in having clear rules and once there is a rule we should follow it. That is what I always do. It is not as if I raised this point at the spur of the moment. I wrote a letter yesterday to the secretary General asking for certain particulars. I said in my letter:

"In Supplementary Demand No. 14 for Rs. 2,40,000 it has been stated that this increase is 'for payment in satisfaction of certain court decrees'. The particulars regarding the dates of these court decrees and also the dates of the payments arising from these court decrees may be furnished. If dates had been supplied I think our discussion would have been more fruitful."

Regarding Supplementary Demand No. 15 I also wanted to know the total amount spent so far for the construction of the bridge. Those particulars are awaited. I don't blame them. I wrote yesterday. If they had given the date, it would have been helpful, because the date is very crucial to satisfy the rules which have been enunciated in the Contingency Fund of India rules.

Sir, I now come to Demand No. 15. Under this demand they are requiring a supplementary grant of Rs. 1,000 and the explanation given on page 4 is:

"A token Supplementary Grant under Voted of rupees one thousands is required for recoupment of an advance of an equal amount obtained in October, 1976 from the

Contingency Fund of India for the reconstruction of Bridge".

Again date is not given. It would have been helpful if date had been given. It has been reported that a certain bridge, probably an important bridge, across, Damanganga river between Karambele and Vapi stations on Bombay-Delhi Trunk route was washed away on 31st July, 1976 and they had immediately to go and regulate this one. I would say that the Railways did a good job and I must pay tributes to the railways on this account. They say "they had to undertake re-construction of the bridge immediately" and for that purpose probably Rs. 2.50 crores are required. Sir, I am not here to disapprove of what they have done. They have done an excellent job as far as this matter is concerned. I am only drawing the attention of the House to the financial irregularity or procedural irregularity followed in this respect.

Sir, if you go through the explanation given at page 4 you will find that it is abundantly clear that the bridge was washed away on 31st July, 1976. In the explanation they have said:

"As such, reconstruction of the bridge which is regarded as a New Service/New Instrument of Service requiring Parliament's approval had to be undertaken immediately."

This they will not rebut now. After 31-7-1976 the work had to be done immediately and that it is a New Service. That means re-construction has already started. In this very explanation at page 4 at the end they say:

"Reconstruction of the bridge is estimated to cost Rs. 2.50 crores, and the expenditure during the current financial year on this account is estimated at Rs. 1.25 crores. Additional funds required during the current year are proposed to be met at this stage from the funds already voted by the Parliament under this grant.

[Shri Sezhiyan]

Now, out of this Rs. 1.50 crores how much has been spent till today. They might have some savings in the grants already given. It is all very good. But my point is that to take a token sum of Rs. 1,000 from the Contingency Fund does not solve the problem unless the expenditure is confined to Rs. 1,000 only. No amount should have been taken for a new service from the already voted amount which is said to be available out of the savings. That is not the correct procedure. You yourself concede this is a new service, a new instrument of service, to which an amount already voted cannot be diverted. I invite your attention to page 13 of the Second Supplementary Demands for Grants for expenditure of the Central Government (Excluding Railways) where a similar situation has come, and how they have dealt with it. It is about the formation of three companies.

"As announced in Parliament in May 1976, three Plants under Hindustan Steel Limited, viz. Bhilai Steel Plant, Rourkela Steel Plant and Alloy Steels Plant will be formed into three independent companies as fully owned subsidiaries of the Steel Authority of India...."

"To meet the expenditure on registration and other preliminary formalities connected with the formation of the new companies, which constitutes a 'new service' an advance of Rs. 1 crore was obtained from the Contingency Fund of India on the 11th October, 1976. However, as it would be possible to meet this additional expenditure from savings in the Grant, a token supplementary grant of Rs. 1000 is sought".

About a crore of rupees was required for the formation of these three companies. They had some savings. Instead of diverting that to this, they took the entire amount from the Contingency Fund. Now they are moving this House for a token grant of Rs. 1000. Once the grant is given, it is a green

signal for the entire scheme. Then the saving can be diverted and the Contingency Fund recouped. That should have been the procedure which should have been adopted here also. If the Railways required Rs. 1 or Rs. 1-1/2 crores, they might have drawn it from the Contingency Fund, because it is a new service....

✓ SHRI MOHD. SHAFI QURESHI: Does it apply to the Railways?

✓ SHRI SEZHIYAN: I am quoting from the Supplementary Demands for Grants (General). One branch of Government has done it correctly. They required a crore of rupees for a certain thing. Even though they had savings, they did not divert it to form the three companies. They took it from the Contingency Fund. Then they take a token grant of Rs. 1000. Once the grant is sanctioned, there is green signal for the scheme. Now they are going to divert the savings and recoup the Contingency Fund to the extent of Rs. 1 crore. Here also they should have taken the whole amount from the Contingency Fund instead of Rs. 1000. Instead of taking Rs. 1000....

✓ MR. DEPUTY-SPEAKER: They should have taken the whole amount.

✓ SHRI SEZHIYAN: Whatever is required, because it is a new service. Otherwise, what happens is that you are diverting certain funds not allotted for this, because this is a new service. Work has already started. Where did the funds come from? Unless you had taken it from somewhere else, where was the money from? You yourself concede it is a new service. Therefore, this is highly irregular.

We are trying to regularise two irregularities. The first one is against the rules. If they give the dates, it will be all right. The second thing is about the supplementary grants I have just now mentioned. This is not in order, because they should have taken the entire amount from the Contingency

Fund. But they have spent the amount from some other head for this one which is against the very basis of the sanction of this House.

MR. DEPUTY-SPEAKER: Have you anything to say on this?

SHRI MOHD. SHAFI QURESHI: Not at this stage.

MR. DEPUTY-SPEAKER: I hope you have understood the issue. He says you should have taken the whole amount and come to this House for a grant, instead of taking a token grant from the Contingency Fund. He is pointing out that irregularity. He is not objecting to the whole thing. But a token grant can be given only by this House. It cannot be presumed. Anyway, you will have to meet both the points later.

श्री रणबहादुर सिंह (सिधौ) :
उपाध्यक्ष जी, जब मैंने सोचा कि मैं यहाँ पर बोलूंगा तो इन मांगों का समर्थन करने के साथ साथ कुछ क्षेत्रीय समस्याओं के बारे में बोलने का मेरा विचार था। लेकिन आपने पहले ही एक ऐसा नियम बतला दिया है कि मैं आप से सब से पहले स्वीकृति चाहूंगा कि इस संसद का बहुत ही कम समय लेते हुए मैं अपनी बात यहाँ पर रख सकूँ।

MR. DEPUTY-SPEAKER: How can I deny it when Shri Bhagwat Jha Azad and others have done it? I can only request you to be very brief, because the law of impartiality operates now.

श्री रणबहादुर सिंह : उपाध्यक्ष जी, मैं इन मांगों का समर्थन करता हूँ और साथ ही मुझे हादिक प्रसन्नता है कि मैं अपने क्षेत्र के आदिवासियों की हादिक बधाई अपने रेल मंत्रीजी के पास पहुँचा रहा हूँ क्योंकि पहली बार इतिहास में

उन्होंने हमें रेल सेवा दी। हमारे यहाँ के जो आदिवासी हैं वे सिवाय पैदल चलने के और नदियों में तैर कर दूसरी जगह पहुँचने के, कोई और दूसरे माध्यम से चल नहीं पाते थे। अब वहाँ पर रेल सेवा चल रही है परन्तु इस के साथ साथ मैं माननीय मंत्री जी का ध्यान दो बातों की तरफ इसी रेल के सम्बन्ध में आकृष्ट करूंगा और वह यह है कि यह रेल सेवा जो चल रही है, यह ऐसे इलाके में चल रही है जहाँ पर कोई भी दूसरी यातायात की सवारियाँ नहीं थीं। केवल एक ही सड़क यहाँ पर थी और उस सड़क को यह रेल सेवा पार करती है। जहाँ पर यह रेल सेवा उस सड़क को पार करती है, वहाँ बरिगमा गांव है। वह एक महत्वपूर्ण स्थान हो चला है परन्तु वहाँ पर अभी तक स्टेशन की सम्पूर्ण व्यवस्था नहीं हो पाई है। इसलिए वहाँ पर एक स्टेशन की व्यवस्था होनी चाहिए।

इस के साथ ही मैं यह कहना चाहता हूँ कि त्रिवेणी एक्सप्रेस जो चोपन में जा कर खत्म हो जाती है, अगर उस को मोरवा तक चला दिया जाए, तो 12 घंटे का समय जो बेकार चला जाता है, वह बच जाएगा और लोगों को बहुत सुविधा होगी।

अन्त में मैं यह कहना चाहता हूँ कि सतना से भोपाल जाने वालों के लिए एक बोगी की आवश्यकता है। मंत्री जी कृपा कर के इन चीजों को अगर हट्टें दे दें तो मैं उन का बहुत आभारी हूँगा। मैं आप का भी आभारी हूँ कि आप ने मुझे समय दिया।

MR. DEPUTY-SPEAKER: Taking the cue that members can highlight their local needs, I am being inundated by slips and names. If members knew that they would have to talk only on supplementary demands, they would

[Mr. Deputy-Speaker]

not be sending their names. Out of 2 hours allotted, almost an hour has gone. About an hour and a few minutes remain and the Minister has to reply. If each member takes 2 minutes, I can accommodate some more.

श्री नवल किशोर सिंह (मुजफ्फरपुर) माननीय उपाध्यक्ष महोदय, मैं रेल मंत्रालय को बधाई देता हूँ कि वर्तमान परिस्थिति में देश की रेल की सेवाओं में इस ने बहुत ही सुन्दर सुधार किया है और वह सुधार जारी है।

मैं इन मांगों का समर्थन इन कारणों से करता हूँ और मैं उम्मीद करता हूँ कि जो कार्य किये जा रहे हैं उन कार्यों को हमेशा किया जाता रहेगा।

मुझे पता चला है कि जो एक राष्ट्रीय अभियान परिवार नियोजन का चल रहा है, उस में रेलवे ने आगे बढ़ कर हिस्सा लेने का फ़ैसला किया है। मैं जानना चाहता हूँ कि इस सम्बन्ध में क्या क्या करना चाहते हैं। मैं यह भी देख रहा हूँ कि पैसेन्जर्स को सुविधाओं में बहुत वृद्धि हुई है और रेलवे को मुनाफा भी काफी हुआ है। मैं इसलिए भी इन मांगों का समर्थन करता हूँ और शायद मंत्री जी बताना चाहेंगे कि क्या क्या सुधार उन्होंने किया है और क्या क्या करने वाले हैं।

मैं यह भी जानता हूँ कि छोटे छोटे स्टेशनों पर सुधार करने के प्रयत्न किये जा रहे हैं क्योंकि उन से गांव की गरीब जनता को सुविधा मिलती है। मैं इसलिए भी इस मांग का समर्थन करता हूँ और जानना चाहता हूँ कि इस सम्बन्ध में आगे वे क्या करना चाहते हैं। बाराबंकी से सोनपुर का जो लाइन का कन्वर्शन किया जा रहा है,

वह भी एक बहुत आवश्यक और सुन्दर कार्य हो रहा है। उस के लिए भी मैं रेल मंत्रालय की मांगों का समर्थन करता हूँ और यह उम्मीद करता हूँ कि रेल मंत्रालय इस कार्य को शीघ्र पूरा करेगा। क्षेत्रीय विकास प्राधिकार के क्षेत्रों में नई लाइनें बिछाने का विचार भी इन लोगों का है। मैं इसलिए भी इनकी मांगों का समर्थन करता हूँ और मैं चाहता हूँ कि यह काम जल्दी से जल्दी किया जाए। सहकारी समितियों को दुकानें देना इन की नीति है। मुझे उम्मीद है कि इस नीति पर वे दृढ़तापूर्वक चलेंगे।

आखिरी बात यह है कि मैं ने सुना है कि बिहार के जो पुराने नेता बाबू झिम्मा राम सिंह थे, उन के नाम पर महिसी या अकबरनगर स्टेशन को सिया राम नगर स्टेशन नामकरण करने जा रहे हैं। इसके लिए मैं रेल मंत्री जी को बधाई देता हूँ और चाहता हूँ कि इस कार्य को वे शीघ्र करें।

श्री बी० बी० नायक (कनारा) : उपाध्यक्ष महोदय, मैं अपने रेल मंत्री जी को बधाई देता हूँ कि जब वे 15-16 अक्टूबर को कंसल्टेटिव कमेटी की मीटिंग में बंगलोर गये थे तो उन्होंने कहा था कि हुगली और कारवाड़ का जो रेल लिंक है, जो कि पोर्ट वगैरह के भी काम में आता है जहां से कि आयरन और इम्पोर्ट कर सकते हैं, उसका techno-economic feasibility survey करवायेंगे। इसके लिए मैं अपने रेल मंत्री जी को, मुख्यतः पंडित कमलापति त्रिपाठी जी को बहुत ही धन्यवाद देता हूँ। मंत्री जी से मेरा आग्रह है, रिकवेस्ट है कि हमने थोड़े दिनों पहले नेशनल इन्ट्रेशन की बात जो अपने प्रिम्बल में कही है तो उसके लिए देश के कोने-कोने में हमें रेल लाइन देनी

होती। हमारी हुगली-कारवाड़ की जो रेल लाइन है उसे आप मंजूर करें इसके साथ मैं इसका समर्थन करता हूँ।

श्री मूल चन्द डागा (पाली) :
उपाध्यक्ष महोदय, रेल मंत्री जी को बधाई देते हुए मैं इतना जानना चाहता हूँ :

"The Committee are strongly of the view that for the opening up of areas in hilly, backward and undeveloped regions the provision of transportation infrastructure, in the form of railway lines must be made a high priority basis as they have no doubt that the development of these areas will automatically follow once the transportation infrastructure is developed."

हिन्दुस्तान के सब राज्यों में आपने कुछ-कुछ पैसा खर्च किया है लेकिन मैं समझता हूँ कि आप पूरे आंकड़े उठा कर देख लीजिए, राजस्थान में रेलवे लाइन के मामले में, मेरे ख्याल से दो परसेंट अमाउंट भी खर्च नहीं किया गया। राजस्थान के अन्दर कभी नयी रेलवे लाइन नहीं बिछी। मैंने एक बात की मांग की थी कि अहमदाबाद से दिल्ली तक की लाइन को आप ब्राडगेज कर दीजिए। मैंने इस बात की मांग आपसे बराबर की है। मैं आपसे फिर कहना चाहता हूँ कि आपकी पालिसी अण्डर डेवलप एरियाज की डेवलप करने की है। इसके लिए आपको उन इलाकों में रेलवे लाइन बिछानी होगी। इसलिए मेरी मांग है कि अहमदाबाद से दिल्ली तक ब्राडगेज लाइन होनी चाहिए।

इन डिमांड्स के बारे में आदरणीय त्रिपाठी साहब से कहना चाहता हूँ और उनका ध्यान इस बात की ओर दिलाना चाहता हूँ कि कोर्ट के अन्दर जो कैसिज होते हैं उन पर हर साल रेलवे विभाग को 14-15 करोड़ रुपये डिफ़िक़्टी के रूप में देने पड़ते हैं। आपका रेलवे एक्ट पुराना एक्ट

है। इसके सेक्शन 78 के नीचे नोटिस देने के बाद; सिविल प्रोसीजर कोड के सेक्शन 80 के नीचे नोटिस देने के बाद रेलवे कमीशन उन नोटिसीज की परवाह नहीं करती। उनका सैटिलमेंट नहीं करती। इसके कारण कैस को में जाते हैं। इस पर आपको 14-15 करोड़ रुपये की डिफ़िक़्टी होती है। मैं चाहता हूँ कि आप ऐसे कदम उठाएँ जिनसे इन सेक्शन के मातहत आपको डिफ़िक़्टी न हो।

✓ SHRI P. VENKATASUBBAIAH, Mr. Deputy-Speaker, Sir, I rise to support the Supplementary Demands. While doing so, I congratulate the hon. Minister for Railways for doing good work and for toning up the administration.

I want to highlight only one or two points. When I saw the list of new lines, I was under the impression that the hon. Minister of Railways would come up for more money. I was disappointed to see that forenly ptrysum has been allotted for the Bibinagar-Karikuda railway line. I wanted its early completion. That sum will not be able to take us anywhere; and it will take at least 20 to 25 years to complete that railway line. I would request the hon. Minister to see that more funds are allotted; if he comes forward seeking more supplementary funds for this purpose, I would have been very happy and would have congratulated him.

14 hrs.

While supporting what Mr. Daga and others have said, viz., that there has been a long-standing demand for new lines in backward areas, I would say that for to the Rayalaseema area, I have been requesting the hon. Minister to order for at least a survey. It has become a vicious circle. They say: "There is no traffic coming forward." How can you foresee traffic? After all, the new area has to be opened up; and as my friend Mr. Ranabhadur Singh has been telling, the hon. Minister has

[Shri P. Venkatasubbiah]

been kind enough to lay down a new line in the tribal areas. I have been saying for the last 20 years that Nandyal-Katpadi line via Cuddapah should be taken up. A survey was made in this section in 1908, during the period of the East India Company and they said that it was not economical. Every time I raise this question, I get the same stock reply. I request the hon. Minister at least to have a survey made there again, because that area is a backward one. It will create confidence in the minds of the people there.

✓SHRIMATI PARVATHI KRISHNAN (Coimbatore): While referring to the Demands for Excess Grants, I would like to draw attention to one or two points. Firstly, why are not economics being practised in Railways, where they should be? A lot of economy is possible; For example, in the Central India Coalfields area, you can use the 40-steam locomotives which are lying idle and you can use your diesel engines at distant places for which you will otherwise where you have to transport coal located far away.

We expected that you would come up with a surplus, but you are asking for Excess Grants. You are doing it for passenger amenities. There are two things which I would like to point out in this connection. You are taking away First Class coach attendants from a large number of coaches; this leads to insecurity in a number of cases, because of passengers getting in and out. Mr. Azad actually agrees with me. (Interruptions) Secondly, there are many quotas in Class IV posts for leave reserves and reservations in the various stations or divisions. Are those quotas being filled, or not? If you don't do it, you have to pay overtime, or leave the coaches unattended. Recently I travelled by the Tatanagar Express. There was no attendant in the coach, with the result that the people got their dinner late. Doors were banged and passengers woken up at 11-30 p.m. for dinner, because there was no attendant to see

that dinner was served. Is it for this purpose that people are being asked to give more money? There is something really wrong. Economy is being effected in a totally wrong manner. As a result, both passengers and staff suffer, and only the Minister is quite happy.

Then I come to the Demands for Grants. We are asked to vote this symbolic amount of Rs. 1000, to which Mr. Sezhiyan referred, for the bridge across the Damanganga. In this connection, I would like to point out that there is an increasing number of accidents, small ones. Sometimes they do not come in the press because of the emergency, press censorship and so on. Something has got to be done about this. There is something seriously wrong with maintenance. It has got to be looked into properly. In the spirit of the emergency and the Constitution (Amendment) Bill which is now going to the other House, we should see that the workers are involved both in policy planning and work planning, because it is they who know where exactly the trouble lies. Therefore, they have to be drawn into the democratic functioning of the railways. However efficient the railway engineers and officers and the Members of the Railway Board may be—I do not want to cast any aspersion on their capacity—they have also got to realise that they are living in a democratic India which has now got in the Preamble of its Constitution the aim of socialism, and the essence of socialism is involvement of people in all sections in carrying out the tasks that are before them. In this case, the task of seeing that the maintenance and operational efficiency of the railways are kept at the highest levels. For this it is extremely necessary that the hon. Minister should also speed up implementation of the Railway Board directive on the Petitions Committee recommendation that the workers who were victimised and dismissed from service during the 1975 strike and who are not guilty of charges of Sabotage and violence should be taken back. I

welcome that directive, but it is not being implemented. The progress is extremely slow.

Lastly, the railways have come to us asking for money to be sanctioned for court decrees. The railways do not apply the Gratuity Act to the vast lakhs of employees who are casual and temporary and who have nothing to fall back upon when they retire from service after serving the railways faithfully for 30 years and more. Now, the railways are in the Madras High Court contesting the application of the Gratuity Act. I am sure the High Court will be fair to the workers. In any case, sooner or later the railways will be called upon to pay that amount. I would request them to withdraw that case and see that the Gratuity Act is applied to the workers on the railways.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) :

उपाध्यक्ष महोदय, मैं रेल मंत्री जी द्वारा प्रस्तुत अनुदानों की अनुपूर्वक मांगों के समर्थन में खड़ा हुआ हूँ। रेलवे ने अपात स्थिति काल में प्रतिष्ठा को बढ़ाया है चाहे वह सविन ही, पंचकुएलिटी हो चाहे रफाई । इस सब के लिये माननीय रेल मंत्री जी और उन का कुशल प्रशासन धन्यवाद का पात्र है। मैं रेल मंत्री जी और मंत्रालय को धन्यवाद देना चाहता हूँ भारतीय रेलवे के 18,000 गाइंस की ओर से जिन के साथ वास्तव में आप ने न्याय किया है। तीसरे वेतन आयोग ने उन के साथ नाइसफ्री की थी जिस को ऐनीमली कमेटी ने दूर किया। लेकिन मैं कहना चाहता हूँ कि गाइंस ग्रेड के प्रस्ताव और जितनी कैटेगरीज थी उन का वेतन 330 रु० से शुरू किया गया लेकिन इन का 290 रु० पर ही रखा गया है। इस ओर मंत्री महोदय कृपया ध्यान दें।

अब मैं अपने क्षेत्र की दो लाइनों के बारे में निवेदन कर दूँ। एक लाइन है दोरन मधेपुरा से तिहेबर जिस का एगर्टिमेंट बन गया है और आप के पास पड़ा हुआ है। मेरा निवेदन है कि जल्दी से जल्दी उस लाइन को बनाया

जाय। दूसरी लाइन बिहारीगंज से सिमरी बल्लियारपुर की है, उस का भी सर्वे हो गया है। मंत्री जी जानते हैं कि वह काफी बैकवर्ड एरिया है, अतः उस की ओर भी आप ध्यान दें।

जयन्ती जाता ऐक्सप्रेस भारतीय रेलवे की एक महत्वपूर्ण गाड़ी है और इस के साथ सेंटिमेंट्स जुड़े हुए हैं। कुछ दिन पहले हमें पता चला कि जो डिब्बे इस के रिपेयर होने के लिये जाते हैं वह लीट कर इस में नहीं लगते हैं। 18 बोगीज की जगह 13, 14 बोगीज ही लगती हैं। इसलिये जिस समय तक डिब्बे रिपेयर में हों तब तक दूसरी गाड़ियों के डिब्बे इस में लगें ताकि 18 डिब्बे इस गाड़ी में रहें, और ज्यों ही डिब्बे रिपेयर हो कर आये वह इसी गाड़ी में लगें, और गाड़ियों में न लगें। अभी हमने देखा है कि उस के डिब्बे श्रीनगर ऐक्सप्रेस आदि गाड़ियों में लगा दिये जाते हैं।

अन्त में एक बात और कहना चाहता हूँ कि छोटी लाइन से बड़ी लाइन में कनवर्जन का जो प्रश्न है, बरीनी जंक्शन से कटिहार तक का, वह बहुत ही महत्वपूर्ण है उस को तुरन्त टेक-अप किया जाय।

SHRI B. K. DASCHOWDHURY (Coach-Bihar): I must acknowledge the fact that the railways have improved their services in all respects at least in the last 2½ years. I must also say that there are certain areas where more improvement is required. There are certain uneconomically backward lines or otherwise what is known as uneconomic branch lines in different sections, in different zones in this country.

On an estimation, it has been found that roughly Rs. 80 crores are supposed to be the losses on account of uneconomic lines. I would like to give a suggestion for his consideration. A small uneconomic line can easily be converted into a diesel rail car. There is one branch line in my

[Shri B. K. Daschowdhury]

constituency also which starts from Alipur junction and goes upto the border of the Bangla Desh. It has been estimated that if this diesel rail car system can be introduced, then in the course of 1½ years, the entire engine cost and the new arrangement cost will be met out of the profit. What is the loss now? The loss was Rs. 25 lakhs. Now, it has been reduced to Rs. 18 lakhs per annum. It means that there is an improvement of Rs. 7 lakhs. I would request the hon. Minister to try this system on one or two sections. Let us manufacture this rail diesel car and attach 3-4 bogies with the result that the shuttle train can be run on the small branch line. I can assure the hon. Minister that if this can be tried properly, then the entire losses on the uneconomic branch line will be wiped out and they will run into a profit.

In regard to the construction of new lines, one of the most backward districts is the Cooch-Bihar. We have been requesting the Railway Ministry to consider for a new line because there is a great potential.

The Railway Minister was pleased to sanction for the survey and other things. Now the survey has been completed. I would request the hon. Minister to consider about it. In this backward area, there is a potential of transportation of the goods. The goods are being produced in that particular locality.

There is a catering system which also comes within the purview of this demand for grant. This is not working at all satisfactorily. I think the Railway Ministry should have new look at the catering system.

(Interruptions)

With these words, I support this budget. I again appreciate the measures taken by the Railway Ministry for improvement and hope that under

the able guidance of the Railway Minister, the railways will try to improve more and more.

✓ श्री जगन्नाथ मिश्र (मुधुवनी) : उपाध्यक्ष महोदय, जो काम करने वाले होते हैं, उनको बढ़ावा मिलना चाहिये। इस समय रेलवे की पूरक मांग पर बहुत चल रही है, कितने ही माननीय सदस्य को उसकी टैक्नीकैलिटीज़ पर एतराज है लेकिन जब मैं पूर्व की स्थिति को देखता हूँ कि रेलवेज़ की क्या स्थिति थी आज़ादी के पहले, तिसके सम्बन्ध में माननीय पं० नेहरू ने भी 1952 में कहा था—

"In fact, it was a painful experience not only to travel but to see other people travelling."

यह है पूर्व की स्थिति, जब आज़ादी नहीं मिली थी। अब आज़ादी मिली है, उसके बाद रेलवे में आमूल परिवर्तन हुआ है, सुधार के अनेक काम हुए हैं, जैसे यर्ड क्लास आज सैकिड क्लास में परिणित हो गया है। उसमें मुसाफ़िरो की सुविधा का पूरा ख्याल रखा गया है। मैं यह भी बताना चाहता हूँ कि जनता एक्सप्रेस, सैकिड क्लास में मुसाफ़िरो के लिये स्लीपिंग कोच, डीलक्स ट्रेन, ताज़ एक्सप्रेस, राजधानी एक्सप्रेस और ज्यन्ती जनता एग्ज़िट गाड़ियां चलाकर बहुत सुविधा प्रदान की गई है। अब पंडित जी के कार्यकाल में वातावरण में अमृतपूर्व परिवर्तन आया है। रेलवेज़ में पहले हुंगामे का राज्य था, लेकिन अब वहां शांति और श्रुतशासन स्थापित हो गया है। यह सब मंत्री महोदय के व्यक्तित्व का प्रतिफल है। ये बड़े सूक्ष्म और चुस्त प्रशासक हैं। रेलवेज़ में जो सुधार और प्रगति हुई है, उस को देखते हुए सदन को इन मांगों की स्वीकार करने में कोई एतराज नहीं होना चाहिए।

अब मैं अपने क्षेत्र के बारे में दो तीन बातें कहना चाहता हूँ।

सरूरी से हसनपुर तक रेलवे लाइन का बनना तय हो गया है। मगर रेलवे प्रशासन की तरफ से कहा गया है कि स्टेट गवर्नमेंट जमीन की व्यवस्था करे और मिट्टी का काम करवाये। उपाध्यक्ष महोदय, आप स्वयं एक ब्रैकवर्ड स्टेट से आते हैं। आप सोच सकते हैं कि क्या एक ब्रैकवर्ड स्टेट पर इस प्रकार का बोझ डालना उचित है। मेरा निवेदन है कि रेलवे प्रशासन को इस लाइन के काम को शीघ्र ही हाथ में लेना चाहिए और भूमि अर्जन एवं मिट्टी भरवाने की शर्त को उठा लेना चाहिए।

चिकना पलैज स्टेशन को क्रासिंग स्टेशन में परिवर्तित करने के काम को भी शुरू करना चाहिए। उस से उस क्षेत्र के विकास में सहायता मिलेगी।

ललित बाबू द्वारा शुरू किये गये समस्तीपुर से दरभंगा रेलवे लाइन के बड़ी लाइन में कनवर्शन के काम को शीघ्र पूरा करना चाहिए।

निर्मली से भरायगढ़ रेलवे लाइन के बन जाने से आसाम, विहार और यू० पी० कनेक्टिविटी हो जायेगी और लोगों को बहुत सुविधा होगी। रेलवे प्रशासन को इस बारे में गंभीर विचार करना चाहिए। अब मैं इन डिमांड्स का समर्थन करते हुए मैं पंडित जी को बहुत धन्यवाद देता हूँ।

श्री परिपूर्णानन्द पैन्यली (टिहरी-गढ़वाल) : उपाध्यक्ष महोदय, रेलवे मंत्रालय की अनुपूरक मांगों का समर्थन करते हुए मैं आशा करता हूँ कि जो काम इन मांगों में रखे जाने से छूट गये हैं, मंत्री महोदय उन को अगले बजट में सम्मिलित कर लेंगे।

मुख्य रूप से मैं उन बातों की ओर ध्यान आकर्षित करना चाहता हूँ, जो पिछड़े हुए क्षेत्रों, और विशेषकर पहाड़ी इलाकों, से सम्बन्धित हैं। प्राक्कलन समिति ने एक से अधिक बार अपने प्रतिवेदनों में कहा है कि पिछड़े हुए इलाकों के विकास के लिए रेलवे मंत्रालय को वहाँ रेलवे लाइनें बिछानी चाहिए। माननीय मंत्री, श्री कमलापति त्रिपाठी ने मेरे एक पत्र के उत्तर में बताया कि घनाभाव के कारण इस समय यह सम्भव नहीं है; यह बाद में किया जायेगा।

रेलवे मंत्रालय का दूसरा तर्क यह है कि वहाँ पर एसेसमेंट किया गया है और उस के अनुसार रेलवेज को काफी आमदनी नहीं हो सकेगी। मैं यह जानना चाहता हूँ कि जब सब से पहले रेलवे लाइनें बिछाई गई थीं, तो रेलवे प्रशासन के पास कौनसा परमाना था, जिस के आधार पर रेलवे लाइनें बिछाई गई थीं।

मेरी कांस्टीट्यूएन्सी को रेल कहीं भी छूती तक नहीं है। ऋषिकेश तक रेलवे लाइन है। उस से चार किलोमीटर आगे मुनी की रेली है। अगर श्री त्रिपाठी वहाँ पर एक बार पधारे, तो उन को मालूम होगा कि पहाड़ी इलाकों से सेब, वनस्पति, लकड़ी और अन्य चीजें ट्रकों से मैदान तक आती हैं। अगर रेलवे लाइन वहाँ तक ले जाई जायेगी तो, उस सारे इलाके को लाभ हो सकेगा।

एक दूसरी लाइन देहरादून से डाकपत्थर तक है, जिस का सर्वेक्षण हो चुका है। वहाँ पर जमुना परियोजना और दूसरी बड़ी योजनाओं का काम हो रहा है। मुझे आशा है कि मंत्री महोदय इन दो लाइनों की ओर विशेष ध्यान रूप से ध्यान देंगे।

श्री चन्द्रिका प्रसाद (बलिया) : उपाध्यक्ष महोदय, आप स्वयं एक पिछड़े हुए क्षेत्र से आते हैं और माइनारिटी को बिलास करते

[श्री चन्द्रिका प्रसाद]

हैं। इस लिए पिछड़े हुए क्षेत्रों की क्या परेशानियाँ हैं, वे आप को मालूम हैं। पिछड़े हुए क्षेत्रों में नई लाइनें बिछाने के लिए ये अनुपूरक मांगें लाई गई हैं। इस का मैं समर्थन करता हूँ, लेकिन पूर्वी उत्तर प्रदेश जो बहुत पिछड़ा हुआ क्षेत्र है, उस का नम्बर कब आयेगा ? यह समझ में नहीं आता है कि पिछड़े हुए क्षेत्र की क्या परिभाषा है।

श्री कुरेशी जाकर पूर्वी उत्तर प्रदेश को देख चुके हैं और पंडित जी तो वहाँ के रहने वाले ही हैं। इस स्थिति में यह बड़े आश्चर्य की बात है कि अभी तक उस का नम्बर नहीं आया है।

उदाहरण के लिए जहाँ तक मड़वाड़ी से भटनी तक रेलवे लाइन को मीटरगेज से ब्राडगेज में बदलने का प्रश्न है, वह लाइन प्राकृत देने वाली है और कामशली जस्टिफ़ाई है। लेकिन उस का नम्बर नहीं आ रहा है। प्लानिंग कमिशन कहता है कि पैसा नहीं है।

बक्सर से बलिया और बेलथरा रोड से बलिया, इन दो रेलवे लाइनों का मांग में मैं दस बरसों से कर रहा हूँ, लेकिन कोई सुनवाई नहीं हो रही है। एक तो बैंकवर्ड का परिभाषा होना चाहिए, और दूसरे, बैंकवर्ड एरियाज में भी प्रायर्टी निश्चित की जानी चाहिए। सब बैंकवर्ड एरियाज में काम होना चाहिए, लेकिन वह प्रायर्टी के अनुसार होना चाहिए।

पिछड़े हुए क्षेत्रों में रेलवे लाइनें नहीं हैं, बड़ी लाइन में कनवर्शन नहीं हो रहा है, जिस के कारण वहाँ उद्योग नहीं होंगे। इस के अतिरिक्त सर्वासिज में हभारी संख्या बिल्कुल नगण्य है। रेल मंत्री ने इस तरफ़ ध्यान दिया था, लेकिन समझ में नहीं आ रहा

है कि अब उस काम को क्यों बन्द कर दिया गया है। यह बहुत अन्याय है। मंत्री महोदय को इस दिशा में पग उठाने चाहिए।

SHRI VAYALAR RAVI (Chirayin-kil): Mr. Deputy-Speaker, Sir, I am glad to support the Supplementary Demands for Grant of the Railways. The hon. Minister deserves all congratulations for the improvements that he has made in all sections of the Railways.

I find that the Demand for Excess Grant for the Railway Board is about five lakhs. The Railway Board should set an example for its various institutions and all of them should restrict their expenditure. Even they should have some saving. I am not ready to accept the explanation given by them. I hope, they will improve in future and save more money and would not come to this House hereafter with demands for excess grant.

It is seen that there is a provision of ten lakhs for payment of compensation. I would like to know, how this has happened. The compensation is mainly on account of the mishandling of the goods in the railway goods shed or here and there. Even the payment of compensation depends upon the bribe. A small scale industry in Quilon has to be paid a compensation of one lakh of rupees, because their goods were mishandled in Cochin goods shed. The money has not been paid so far and they have been paying interest to the bank. As the poor fellow could not bribe the officers in Madras, the payment has not yet been made. The officer concerned said; let the Minister settle it. I would request the hon. Minister to exercise his right and see that the poor small scale industrialist is paid whatever is due to him.

Shrimati Parvathi Krishnan mentioned about the amenities in the railway compartments. I would like

to mention particularly about Jayanti Janta Express train, which runs from Ernakulam to Delhi. There is no attendant in the compartments. When we are sleeping, people come and take away things. There is no security there. That requires to be looked into.

Lastly, I would mention about the need to have a new railway line from Alleppey to Ernakulam. Pandit Ji had promised about this during his recent visit to Kerala. You can finish that within six months because everything is there.

With these words, I congratulate the Minister and the Railway Ministry for their excellent performance.

श्री को० राम कृष्ण रेड्डी (नलगोंडा) •

उपाध्यक्ष महोदय, मैं माननीय रेल मंत्री को बधाई देता हूँ कि इधर उन के कार्यकाल में बहुत सी नई रेलें खुली है। आन्ध्र प्रदेश में दक्षिण एक्सप्रेस, कृष्णा एक्सप्रेस, गोदावरी एक्सप्रेस, वेंकटादि एक्सप्रेस और ए पी एक्सप्रेस चार पांच गाड़ियां हो गई हैं। इस के पहले हम हमेशा राजधानी एक्सप्रेस के लिए कोशिश करते थे लेकिन राजधानी एक्सप्रेस नहीं चलाई जा सकी। उस के बजाय आन्ध्र प्रदेश एक्सप्रेस चलती है लेकिन वह बाई-वीकली चल रही है, हमारी यह मांग है कि उस को डेली बनाना चाहिए।

एक दूसरी लाइन बी बी नगर से नार्डोकुडा बहुत अरसे से मंजूर हुई पड़ी है। उस का एस्टीमेट 25 करोड़ से ज्यादा का है। प्रधान मंत्री श्रीमती इंदिरा गांधी ने उस लाइन का इनामरेशन किया था और श्री एल० एन० भिश्न ने इनामरेशन फंक्शन में बोलते हुए यह वायदा किया था कि चार साल में इसका काम खत्म हो जायगा। मैं त्रिपाठी जी का ध्यान इस की ओर दिलाना चाहता हूँ। इस लाइन के ऊपर 25 करोड़ से ज्यादा खर्च होने वाला है लेकिन अफसोस

की बात यह है कि सिर्फ पचास लाख रुपये इस के लिए एलाट किए गए हैं। अगर इसी तरीके से यह काम होता है तो मैं नहीं समझता कि 50 वर्ष में भी यह खत्म होगा या नहीं होगा। मैंने खत भी लिखा था जिस का जवाब यह आया कि प्लानिंग कमिशन फंड एलाट करेगा तो हम इस के लिए दे देंगे। अगर अभी तक यह चीज होते दिखाई नहीं पड़ती। मैं उन से निवेदन करूंगा कि श्री एल० एन० भिश्न ने जो वायदा किया था कि चार साल के अन्दर उस को खत्म करेंगे उस के लिहाज से उस के लिए फंड्स का एलाटमेंट करेंगे। यह दो ही हमारी मांग है। एक तो जो ए पी एक्सप्रेस बाई-वीकली चल रही है उस को डेली चलाया जाय और दूसरे इस लाइन को जल्दी बनाया जाय।

✓ SHRI P. G. MAVALANKAR (Ahmedabad): I wish to limit myself to only one Supplementary Demand No. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.

While I support my esteemed friend, Mr. Sezhiyan, when he contended about the procedure, I do not want to speak on that aspect of the matter. All that I wish to say is this fact that the railways deserve to be congratulated very warmly by the whole country both for the speed with which and the manner in which they completed the bridge, temporary though it is, on the river Damanganga, in a record time of, I believe, less than two months. I know from what I gathered from the press reports and also from others telling me, that round the clock throughout those two months or so, the workers and engineers worked tirelessly and did a very good job.

Now, my point is that the Railway Minister has himself suggested that this is only a temporary

[Shri P. G. Mavalankar]

diversion and bridge, and that they want to have a permanent bridge for which they have made an estimate of Rs. 2.50 crores, built before the onset of the next monsoon so that the present one which, in the nature of things, is temporary, may not be washed away again and we have to face the same difficulty. I would like to ask whether the Railway Ministry and the Railway Board have gone into the question of surveying similar bridges of longer duration. I understand the Damanganga bridge was 100 years old. Similar bridges of longer duration of 50 years and above are there; I want to know whether a survey of them has been taken in view of what has happened to Damanganga bridge so that we do not have to wait for the bridges to be completely washed away and then we go about spending much more money on their reconstruction. Let us work economically and wisely and spend necessary money on the proper maintenance of these bridges and let us have a survey of all the old bridges. Because, you now, Sir, there are a large number of small and big bridges in South Gujarat.

We are told, moreover, that this is on the trunk route between Bombay and Delhi. It is true, but it is also a trunk route between Bombay and Ahmedabad, and the entire Bombay-Ahmedabad railway route was practically disrupted because of this bridge being suddenly out of use. God forbid, but this may possibly become true of many other bridges in that area. There are reports that there are a number of bridges which are facing a similar threat in the next monsoon. That is why I wanted to mention this point and prevail upon the railway Minister not to neglect this aspect of maintenance, especially because not only passenger traffic but goods traffic between Bombay and Ahmedabad and between Bombay and Delhi is also going through this line.

One final word and I have done. It is this. When the Railway Ministry, talking about this particular demand of new lines, I want also to request the Minister that he will kindly go into the question of accelerating the pace of the survey work etc. for the construction of Bhavnagar-Tarapur new railway line. It also covers that area of South Gujarat and if that is done, we can expect immediate start of the construction of that line. Otherwise as every year passes, the cost of constructing a new line already approved in principle becomes greater and greater.

✓ श्री रामावतार शास्त्री (पटना) :
उपाध्यक्ष महोदय, मैं पूरक मांग की संख्या 14 और एक्सेस मांग की संख्या 3 के सिलसिले में दो तीन बातें कहना चाहता हूँ। पहली बात तो यह है कि बिहार में मार्टिन लाइट रेलवे का फतुहा-इस्लामपुर रेलवे बहुत दिनों से चल रही है और इनकी हालत बहुत खराब है। अभी हाल की बाढ़ में फतुहा-इस्लामपुर रेलवे बिल्कुल उखड़ गई, वह बजूद में नहीं है, बाढ़ का पानी उसको बहाकर ले गया। वहाँ के मजदूर बेकार हैं। उसी तरीके से जो आगरा सहसराम लाइट रेलवे है वह समय पर चलती नहीं है। सरकार ने तीन साल के लिए कम्पनी के साथ समझौता किया। समझौते के मुताबिक अभी तक साढ़े चौदह लाख से ज्यादा रुपया दिया जा चुका है, इस नाम पर कि उसमें सुधार किया जायेगा लेकिन सुधार के बजाये उसमें और खराबी आती जा रही है। मजदूरों को तीन चार महीने तक तन्खवाह नहीं दी जाती है और उस इलाके के लोगों को यात्रा करने में परेशानी होती है। इस लिये इन बातों को देखते हुए बाढ़ के लोगों ने भी मांग की है, मार्टिन लाइट रेलवे मजदूर कॉमिश्नर का प्रतिनिधि मण्डल भी अभी हाल में राज्य मंत्री, श्री कुरेशी से मिलता था और उन्होंने उन के सामने मांग

रखी कि जनता चाहती है कि इस कम्पनी को पैसा देना बेकार है, ये लोग उस पैसे का दूसरे कामों में खर्च कर रहे हैं, कोई जहाजी कम्पनी बनाने में उस पैसे को लगा रहा है। इस लिये मेहरबानी कर के इस को अपने हाथ में ले लीजिये और अगर आप इस को बड़ी लाइन में तबदील कर देंगे तो यह लाइन मुनाफे में चलेगी—यह बात मैं पूरी जबाबदेही के साथ आप के सामने कह रहा हूँ।

पटना-गया लाइन हमारे यहां बहुत ही महत्वपूर्ण लाइन है, रांची जाने के लिये एक मात्र वही लाइन है, हमारी मांग है कि मेहरबानी कर के उस को डबल कर दीजिये—इस से बहुत सुविधा होगी।

तीसरी बात—मृगलभराय से कलकत्ता तक विद्युत्तीकरण की योजना आप ने बनाई है—यह बहुत अच्छी बात है, लेकिन इस को जल्द से जल्द कार्यान्वित किया जाना चाहिए।

आखिरी बात—मैं माननीय पंडितजी कुरैशी साहब और रेलवे बोर्डके चलाने वाले जो प्रशासक हैं, उन से कहना चाहता हूँ। हड़ताल हुए दो साल से ज्यादा हो चुके हैं, अभी भी आप के मुताबिक 735 कर्मचारी बाहर हैं, 180 को आप ने डिमिस कर दिया है, उन की अपीलों को नामन्जूर कर दिया गया है। आज बदली हुई परिस्थिति में वे लोग सहयोग कर रहे हैं, इसी लिये गाड़ियां समय पर चल रही हैं। मेरा निवेदन है, बल्कि करबद्ध प्रार्थना है कि उन तमाम लोगों को काम पर ले लिया जाए। तीन आदमी जो उस से पहले के बाकी हैं—1973 में जो लोको मर्केनिकल स्टाफ का आन्दोलन चला था, उस से प्रभावित हुए थे, उन को भी काम में लिया जाय।

श्री नागेश्वर द्विवेदी (मछलीशहर) :
उपाध्यक्ष महादय, मैं रेलवे मंत्रालय की अनुदान की मांगों का समर्थन करते हुए, माननीय मंत्री जी का ध्यान कुछ बातों की तरफ

दिलाना चाहता हूँ। पिछले लगभग दो वर्षों से, जब से श्री त्रिपाठी जी ने रेलवे मंत्रालय का कार्यभार सम्भाला है और खास तौर से एमरजेंसी के बाद रेलवे में जिस तरह का सुधार आया है, उस की यह सदन ही नहीं, बाहर भी आम जनता भूरि भूरि प्रशंसा कर रही है, चाहे रेलों के ठीक समय पर चलने की बात हो या सफाई की बात हो या कर्मचारियों के मुस्तैदी से काम करने की बात हो, हर दृष्टि से इस में सुधार हुआ है, और इतना अच्छा सुधार हुआ है, कि दूसरे विभागों के लिये आदर्श बन गया है, लेकिन अभी भी कुछ ऐसे कर्मचारी हैं जो यदाकदा अपनी कार्यवाहियों को पूर्ववत् बनाये रखना चाहते हैं, उन के ऊपर कड़ी निगरानी रखनी चाहिये।

मंत्री जी के कार्यकाल में एक सब से अच्छी बात यह हुई है कि छोटी लाइनों को बड़ी लाइनों में बहुत तेजी से परिवर्तित किया जा रहा है। जहां पर छोटी लाइनें थीं, जिन के कारण विकास में बाधा उत्पन्न हो रही थी, उनको जब बड़ी लाइनों में परिवर्तित कर दिया जायगा—इस से उन क्षेत्रों का विकास बहुत तेजी से होगा। ऐसी ही एक लाइन की तरफ मैं भी माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूँ—बनारस इलाहाबाद छोटी लाइन को बड़ी लाइन में परिवर्तित करने की मांग बहुत दिनों से चल रही है। उस का सर्वे भी हो चुका है। मैं आशा करता हूँ कि उस के सम्बन्ध में शीघ्र ही आदेश दिये जायेंगे ताकि वह कार्य पूरा हो सके।

जहां तक खान पान की समस्या है, विभिन्न रेलवे लाइनों में देखा गया है कि चार्ज तो करीब करीब एक तरह का ही होता है लेकिन भिन्न-भिन्न रेलवे लाइनों में भोजन भिन्न-भिन्न तरह का होता है, कहीं पर अच्छा होता है और कहीं पर बहुत खराब होता है, इन में एक रूपता लाने की कोशिश की जाय

[श्री नागेश्वर द्विवेदी]

और जहाँ तक हो रेल विभाग इन को अपने हाथ में लेकर चलाये, क्योंकि ठकेदारों का रबैया सुघरने में नहीं आ रहा है।

तृतीय श्रेणी के कर्मचारियों की भरती के सिलसिले में माननीय त्रिपाठी जी ने कुछ ऐसा तरीका अपनाया था जिस से सर्व-साधारण को मालूम हो जाता था कि रेलवे में अब तृतीय श्रेणी के कर्मचारियों की भरती हो रही है। पहले रेलवे के नीचे के अधिकारी कुछ ऐसे तरीके अपनाते थे जिस से मालूम नहीं होता था कि रेलवे में इन कर्मचारियों की भरती हो रही है। इस से बहुत ज्यादा भ्रष्टाचार फैलता था, लेकिन पिछले दिनों मंत्री जी के प्रयास से इस में काफी सुधार हुआ। लेकिन अब मैंने फिर सुना है कि उस में कुछ रुकावट आने लगी है। मैं चाहता हूँ कि उसी पद्धति को फिर से चालू किया जाना चाहिये ताकि ग्राम जनता उस का लाभ उठा सके। धन्यवाद।

श्री मुहम्मद जमीर रहमान (किशनगंज):

डॉटी स्पीकर साहब, मैं मोहतरिम बजीर साहब और उन के साथियों को मुकाबारब बाद देना चाहूँगा—एक ऐसे नाजूक मोके पर बड़ी खूबी से उन्होंने इस बिल को यहाँ पर पेश किया। मैं इस बिल का पूरा समर्थन करता हूँ। सिर्फ़ तीन बातें ही एक एक कर के कहूँगा और मैं उम्मीद करता हूँ कि मंत्री जी उन को कबूल करमायेंगे।

पहली बात तो यह है कि रेलवे एक्ट जो है वह बहुत खराब पुराना हो गया है। जैसे कि ऊटी रेलवे चला करती थी उसी तरह की इस की चाल है और वक्त के मुताबिक अब यह एक्ट नहीं रह गया है। जब हम कांस्टीट्यूशन को जरूरतों के मुताबिक बदल सकते हैं, उस को एमेंड कर सकते हैं, उसी तरह से अब इस बात की जरूरत है और वक्त आ गया है कि इस पुराने रेलवे एक्ट को एमेंड कर के नये सिरे से एक नये समाज के अनुसार इस को बनायें।

दूसरी बात मैं नेशनल इंटीग्रेशन की करता हूँ। इसलिये मैं यह कहना चाहता हूँ कि अगर एक केरल का आदमी नेपाल जाना चाहता है या वह आसाम देखने के लिए जाना चाहता है, तो उस को उस के लिये सुविधा हो और मक्सीमम पासिविल सुविधा उस को मिले। इस के लिए मेरा कहना यह है कि जोगबनी से कटिहार तक ब्रोडगेज का कन्वर्शन होना नेशनल इंटीग्रेशन के लिए बड़ा जरूरी है।

तीसरी बात मैं यह कहना चाहता हूँ कि क्लास 4 के जो एपाइंटमेंट्स होते हैं उन में लोकल आदमियों को लिया जाना चाहिए, उन को ही तरजीह दी जानी चाहिए क्योंकि ऐसा न होने से वहाँ के लोगों को परेशानी होती है। इस के अलावा मैं यह कहूँगा कि क्लास 4 के एम्प्लायमेंट में अकलियत को तरजीह देनी चाहिए।

[شیرى محمد جمیل الرحمان]

(کشن گلج) : تپتی سپیکر صاحب

میں متکرم وزیر صاحب اور لن کے ساتھیوں کو مبارکباد دینا چاہوں گا۔

ایک ایسے ناؤک موقعے پر ہوں خوبی سے انہوں نے اس بل کو یہاں پر پوسھ کیا۔ میں دس بل کا پورا

سرتھن کرتا ہوں۔ صرف تھن باتھیں ہی ایک ایک کر کے کہوں گا۔ اور میں امید کرتا ہوں کہ ملتوں جی لن کو قبول فرمائیں گے۔

پہلی بات تو یہ ہے کہ ریلوے ایکٹ جو ہے۔ وہ بہت پرانا ہو گیا ہے۔ جیسا کہ اوٹی دیاوے چلا کرتی تھی۔ اس طرح کی اس

کی چال ہے اور وقت کے مطابق آپ یہ ایکٹ نہیں وہ کہا ہے - جب ہم کانسٹیبلیشن کو ضرورت کے مطابق بدل سکتے ہیں - اس کو اسمبلی کر سکتے ہیں - اسی طرح سے اب اس بات کی ضرورت ہے - اور وقت آ گیا ہے - کہ اس پرانے ریلوے ایکٹ کو اسمبلی کر کے نئے سرے سے ایک نئے سراج کے انوسار اس کو بدلائیں -

دوسری بات میں نیشنل انٹیکریشن کی کرتا ہوں - اس لئے میں یہ کہنا چاہتا ہوں - کہ اگر ایک کپریل کا آدمی نہال جانا چاہتا ہے یا وہ آسام دیکھنے کے لئے جانا چاہتا ہے - تو اس کو اس کے لئے سوبدھا ہو - اور مکسیم پرسیبل سوبدھا اس کو ملے - اس کے لئے مہرا یہ کہنا ہے - کہ جو کہ بنی سے کٹی ہار تک برآمد کھج کا کمورشن ہیٹا نیشنل انٹیکریشن کے لئے بڑا ضروری ہے -

تیسری بات میں یہ کہنا چاہتا ہوں - کہ کلاس-4 کے ایمپلائمنٹس جو ہوتے ہیں - ان میں لوکل آدمیوں کو لیا جانا چاہئے - ان کو ہی ترجیح دی جانی چاہئے - کیونکہ ایسا نہ ہونے سے وہاں کے لوگوں کو پریشانی ہوتی ہے - اس کے علاوہ میں یہ کہونگا کہ کلاس ۴ کے ایمپلائمنٹ میں اقلیت کو ترجیح دہلی چاہئے [

✓ श्री राम रतन शर्मा (बांदा) : उपाध्यक्ष जी, रेलवे की अनुपूरक मांगों का मैं समर्थन करता हूँ ।

वास्तव में इस आपातकालीन स्थिति के समय में दूसरे विभागों में जो काम हुआ है उस से कहीं अच्छा कार्य रेलवे में हुआ है। डेढ़ साल पहले खास तौर से मेरी कांस्टीट्यून्सी में यह स्थिति थी कि लोग रात में गाड़ी में सफ़र करना अच्छा नहीं समझते थे। बांदा, हमीरपुर, झांसी और जालीन पिछड़े हुए जिले हैं और वहां पर रेलों में इस तरह से डकैतियां, लूट और दूसरे क्राइम होते थे कि लोगों की जान और माल की सुरक्षा का कोई समुचित उपाय नहीं था, लेकिन मुझे प्रसन्नता है कि अब वह स्थिति खत्म हो गई है और अब लोग प्रसन्नतापूर्वक रेलों में सफ़र करते हैं और इस स्थिति पर पहुंच गये हैं कि उन को कोई खतरा महसूस नहीं होता।

श्रीमन् इस के साथ ही मैं मंत्री महोदय से कुछ निवेदन करना चाहूंगा। पहली बात तो यह है कि बांदा रेलवे स्टेशन पर पीने का जो पानी मिलता है वह शुद्ध और साफ़ कर के नहीं दिया जाता है। यह एक छोटी सी बात है और मैं ने इस के लिए मंत्री महोदय को चिट्ठी भी लिखी थी परन्तु सम्भवतः उन को वह मिली नहीं वरना वे इस का उत्तर देते जैसे कि मेरी चिट्ठी का उत्तर मिला है। बार सात का जो पानी होता है उस को ही यात्रियों को पीने के लिए दिया जाता है। इस से बीमारियां फैलने का डर है। मैं मंत्री महोदय से निवेदन करूंगा कि वे इस ओर ध्यान दें।

दूसरी बात यह है कि झांसी से लेकर इलाहाबाद और बनारस तक एक एक्सप्रेस गाड़ी चलाने के लिए वहां की जनता ने बहुत पहले से मांग की है और मुझे याद है कि इस सम्बन्ध में डा० रिछारिया और स्वामी ब्रह्मानन्द जी ने भी इस सदन में कहा था। मैंने कई बार कहा है लेकिन मंत्री महोदय ने

[श्री राम रतन शर्मा]

स्वीकार नहीं किया है। हम लोगों ने उन्हें चिट्ठी भी लिखा है और यह कहा गया था कि यह गाड़ी इलाहाबाद तक चलेगी। हम यह सुनते थे कि यह 15 अगस्त को चलने वाली है, लेकिन वह नहीं चली। फिर मुना कि 2 अक्टूबर को चलेगी लेकिन फिर भी नहीं चली और फिर मुना कि 1 नवम्बर से चलेगी लेकिन वह नहीं चली। मैं मंत्री महोदय से आग्रह करूंगा कि नवम्बर महीने के अन्त होने से पहले ही उसको चला दें। इसके अलावा चित्रकूट से चित्रकूट ग्राम तक भी रेल चलाने की मांग की गई है। अगर मंत्री जी उस पर ध्यान देंगे तो बड़ी धुंध होगी।

✓ श्री कमला मिश्र 'भूषकर' (केसरिया) : मंत्री महोदय का मेरे प्रति बहुत स्नेह रहा है। उसी स्नेह के कारण स्वयं कुरैशी साहब ने मेरे इलाके की बात प्राइवेट टाक में कबूल की है। मैं कहना चाहता हूँ कि मुजफ्फरपुर से बड़ी लाइन रखनी तक होनी चाहिये जो आर्थिक दृष्टि से लाभदायक रहेगी और सुविधाजनक भी बहुत होगी। इस की बराबर मांग की जाती रही है। मैं फिर अपील करता हूँ कि इस पर ध्यान दिया जाय।

एक ब्रांच लाइन हाजीपुर से खोली जाए जो हाजीपुर, लालगंज, वैशाली, साहब गंज, केसरिया, अरौराज होते हुए मुगौली में जा कर मिले। आर्थिक दृष्टि से यह लाइन लाभदायक सिद्ध होगी। यह गंडक का कमांड एरिया है। यह लाइन आपके लिये काफी मुनाफे की लाइन होगी। इस और भी आपका ध्यान जाना चाहिये।

पता नहीं टाइम टेबल किस तरह से और कौन बनाता है। हमारी यहां मुजफ्फरपुर से नहकटियागंज तक जितनी गाड़ियां दौड़ रही हैं, उन में चार एक्सप्रेस गाड़ियां हैं। लेकिन लोगों को सुविधा नहीं मिलती है। मैं वहां पर अपने क्षेत्र के लोगों से मिला हूँ। उन्होंने मुझे कहा है कि इतनी गाड़ियों की

आवश्यकता नहीं है। दो ही एक्सप्रेस गाड़ियां काफी हैं। मंत्री महोदय इस और भी ध्यान दें।

छत्तीनी का पुल जो बन रहा है वह उत्तर प्रदेश और उत्तर बिहार को जोड़ने वाला है। इसके काम में ढिलाई नहीं आनी चाहिये।

आपने एक बड़ी लाइन मुजफ्फरपुर से सोनपुर बना दी है। लेकिन सोनपुर से पलियाघात तक बड़ी लाइन नहीं बनी है। इससे सीतामढ़ी मुजफ्फरपुर, चम्पारन और सारन के लोगों को बड़ी कठिनाई ही रही है आने जाने में। उनको छः बार उतरना पड़ता है। यह जो कठिनाई है इसको भी आप दूर करें और सोनपुर से पलियाघात तक बड़ी लाइन बना दें।

आपने मीरथ एक्सप्रेस चलाई है जिसे उत्तर बिहार और उत्तर प्रदेश को मिला दिया है। इससे दिल्ली आने में हमारे दो घंटे बच जाते हैं। यह बहुत ही प्रशंसनीय काम आपने किया है।

✓ श्री हरी सिंह (खुर्जा) : उपाध्यक्ष महोदय, रेलवे की अनुपूरक मांगों का मैं समर्थन करता हूँ। रेलवे में जो बात असम्भव मालूम पड़ती थी उसको मंत्री महोदय ने सम्भव कर दिखाया है। उन्होंने काम में बहुत कुशलता ला कर दिखा दी है। पिछले दिनों बहुत से जिलों से जो चोरियां हुई थीं उन चोरियों के सामान का जो रेलवे पुलिस ने पकड़ा दिल्ली में प्रदर्शन भी किया गया। अब रेल की यात्रा बहुत सुरक्षित हो गई है। कुशलता रेल विभाग में लाने में मंत्री महोदय ने बहुत चतुराई और क्षमता का परिचय दिया है। रेल गाड़ियां ठीक समय पर चलने लग गई हैं, तेज चलने लग गई हैं। इससे आने जाने में सहूलियत हुई है। इस बात के लिए मैं दोनों मंत्रियों को बधाई देता हूँ। उन्होंने अपने व्यक्तित्व की छाप छोड़ी है। काम में बहुत अधिक मुष्कार किया

है। इस सब के लिए वह बधाई और प्रशंसा के पात्र हैं। कुरैशी साहब स्वयं गए हैं और उन्होंने टिकटलैस ट्रेवलर्स को पकड़ा है। लखनऊ आदि बहुत सी जगहों पर उन्होंने अचानक छापे मारे और मौके पर जा कर लोगों को पकड़ा है। यह जो चुस्ती उन्होंने दिखाई है और कार्य कुशलता रेल विभाग में आई है इसके लिए वे धन्यवाद के पात्र हैं।

दिल्ली के करीब ही बुलन्दशहर है। वहां तीस डाउन में एक कोच लगती थी फर्स्ट क्लास की जिस का रिजर्वेशन बुलन्दशहर से होता था। बजाय इसके कि वह कोई नई रेल गाड़ी देते यह सुविधा ही उन्होंने वापिस ले ली है, यह कोच ही गायब हो गई है। इसका नतीजा यह है कि लखनऊ पहुंचने में अब वहां हम लोग म्यारह बजे पहुंचते हैं। मेरी प्रार्थना है कि 30 डाउन में फिर से उस कोच को लगाने की व्यवस्था की जाए। गाजियाबाद के पुल की मैं मांग करना चाहता हूँ। वहां नार्दन और पूर्वी हिस्सों से गाड़ियां आती जाती हैं।

वहां पर मुसाफिर हैल्ड अप हो जाते हैं। रेल गाड़ियां वहां से दिल्ली के लिए बहुत आती हैं। मैं चाहता हूँ कि वहां इस पुल की तरफ भी आपका ध्यान जाना चाहिये।

बुलन्दशहर से हजारों को तादाद में लोग दफ्तरों आदि में काम करने के लिए दिल्ली आते हैं। उनके लिए सीधी रेल गाड़ी बुलन्दशहर से दिल्ली के लिए होनी चाहिए ताकि उनको आने जाने में सहूलियत हो सके।

डा० गोविन्द दास रिखारिया (झांसी) :
इन अनुपूरक मांगों का समर्थन करते हुए मैं पंडित कमला पति त्रिपाठी और श्री कुरैशी को जो प्रशंसनीय कार्य उन्होंने किए हैं उनके लिए बधाई देना चाहता हूँ। उन्होंने रेलवे प्रशासन में अनुशासन की भावना पदा की है, काय-कुशलता को बढ़ाया है। ऐसा करके उन्होंने

एक उदाहरण सारे केन्द्र के और केन्द्र के अन्य विभागों के सामने प्रस्तुत किया है। देश में रेलों का समय पर आना, उस के बर्कशाप्स और कारखानों में उत्पादन बढ़ना यह सब इस बात का सबूत है कि रेलवे में सब से अधिक और अच्छा काम हुआ है। यात्रियों के लिये नई गाड़ियां देश में चली हैं, और जो पुरानी गाड़ियां चल रही थीं उन के समय में भी कटौती करके शीघ्र उन को पहुंचाया जा रहा है।

जैसा अभी बांदा के माननीय शर्मा जी ने कहा था कि एक नई गाड़ी झांसी से मुगलसराय तक शीघ्र ही चलने वाली है। मुझे आशा है कि नवम्बर के अन्त तक यह गाड़ी निश्चित तौर से चल रही जायगी।

इसी के साथ यह भी निवेदन करना है कि मंत्री जी ने तमिलनाडु को एक बहुत अच्छी गाड़ी चलायी है जो अभी सप्ताह में तीन दिन चलती है। मेरी मांग है कि उस को आप प्रति दिन चलायें जिस से यात्रियों को सुविधा हो।

इन शब्दों के साथ मैं पंडित जी को फिर बधाई देता हूँ और उन की मांगों का समर्थन करता हूँ।

श्री जगदीश चन्द्र दीक्षित (सीतापुर) :
उपाध्यक्ष महोदय, इन मांगों का समर्थन करते हुए मेरा निवेदन है कि जो मांगें रेल विभाग ने रखी हैं और यह स्वीकार करते हुये कि वह विभाग जो ऐरावत कहलाता था उसको गंगा की तरह से उपयोगी बनाने का, भारत के नव-निर्माण के लिये आवश्यक इन्फ्रास्ट्रक्चर देने का जो काम रेल ने किया है वह केवल पंडित कमलापति त्रिपाठी के नेतृत्व में ही सम्भव था। लेकिन मांग इस के साथ मेरी यह है कि गोमती नदी के उत्तर में सीतापुर ही एक ऐसा स्थान है, मध्य उत्तर प्रदेश में, जहां तक बड़ी लाइन पहुंचती है, और उत्तर प्रदेश के मध्य भाग का वह उत्तरीय अंचल जो गोमती के उत्तर

[श्री जगदीश चन्द्र दीक्षित]

में हैं और जहाँ नैमपारण्य है, किसी कारण वह आकर्षण न पा सका और वहाँ का उद्योग और वाणिज्य वह सहायता न पा सका अब तक जो कि और क्षेत्र पा चुके हैं। जो कुछ हुआ वह ऐतिहासिक है, उसके लिये बघाई देते हुये, मांगों का समर्थन करते हुये, मैं अपनी मांग को दोहराता हूँ, और आशा करता हूँ कि उपाध्यक्ष जी, आपके द्वारा पंडित जी तक पहुँच कर मेरी यह मांग पूरी हों।

✓ श्री नरसिंह नारायण पांडे (गोरखपुर) :

उपाध्यक्षजी, मैं जो, मांगें पेश की गई हैं उनका समर्थन करता हूँ। मैं मंत्री जी के सामने अपने क्षेत्र की कुछ बातें इसलिए रखना चाहता हूँ क्योंकि मैं समझता हूँ कि उसमें गतिशीलता लाने की जरूरत है। अगर बारा-वंकी गोरखपुर और बरौनी की लाइन पर जहाँ पर कि अब पुल बनाने की जरूरत राप्ती और घाघरा पर नहीं रह गई है, अगर उसके सम्बन्ध में मंत्री जी थोड़ा और अपने विभाग को स्पीड अप करें तो मैं ऐसा मानता हूँ कि वह काम 6 महीने या साल भर के अन्दर पूरा हो सकता है क्योंकि केवल रेल विछानी है, मिट्टी पड़ चुकी है।

एक इमप्रोवाइटी की तरफ मैं मंत्री जी का ध्यान दिलाना चाहता हूँ क्योंकि अभी जो कुछ बातें विरोधी पार्टियों के सदस्यों ने कही हैं उनमें कुछ वास्तविकता है या नहीं यह बात तो जानने की है और उसका मंत्री जी उत्तर भी देंगे, लेकिन मैं मानता हूँ कि जब पार्लियामेंट का सेशन हो तो उस सेशन में अगर कोई आपकी या कुरेशी साहब की अध्यक्षता में कोई कमेटी बने और उस कमेटी के कार्यान्वयन के बाद अगर सवा सी या डेड़सी करोड़ रुपये का रेलवे को मुनाफा होता है तो यह बात एक पौलिसी स्टेटमेंट को हो जाती है और प्रेस में देने से पहले पार्लियामेंट को उसकी जानकारी

होनी चाहिये। यह एक इमप्रोवाइटी हो गई है, मैं समझता हूँ कि आइन्दा इस बात का ख्याल रखा जाएगा कि ऐसी बातें अखबार में, जब पार्लियामेंट का सेशन हो, पहले नहीं जानी चाहियें, क्योंकि इन बातों का विरोधी दलों के लोग अनुचित लाभ ले कर आपकी नुकताचीनी करते हैं जिससे आपको बड़ी कठिनाई का अनुभव करना पड़ता है। इस और आप को ध्यान देना चाहिये।

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इन शब्दों के साथ मैं पंडित जी को, श्री कुरेशी साहब को, बघाई देता हूँ कि वह बहुत ही अच्छी तरह से रेल विभाग का कार्य चला रहे हैं। जो अनुशासन आज इमरजेंसी के दौरान रेलवे में आया है वह किसी अन्य विभाग में नहीं आया है। अन्त में मैं अनुदानों का समर्थन करता हूँ।

✓ THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MHOD. SHAFI QURESHI): Excepting a few procedural matters raised by my hon. friend, Shri Sezhiyan for whom I have great respect, others have praised the functioning of railways. I never meant any disrespect to Mr. Sezhiyan, I only wanted to get certain clarifications from him. All other members had nothing but a word of praise for the railways. In all humility, I would say that all this improvement would not have been possible but for the unstinted cooperation of our large number of employees from one corner of the country to the other. It is because of their devotion, dedication and discipline that we have been able to achieve all the results about which so many people have said good words.

The supplementary demands have been necessitated for recoupment of the advance obtained from the Contingency Fund of India in August-October 76 amounting to Rs. 3.62 lakhs, consisting of one voted grant (Rupees one thousand only) and two charged appropriations (Rs. 3.61 lakhs). The withdrawal from the Contingency Fund in all the three cases was necessitated during the

period when Parliament was not in session. The extent rules of the Contingency Fund provide that advances obtained from Contingency Fund should be recouped through presentation of Supplementary Demands, in the first session of Parliament after the advance has been sanctioned. The Supplementary Demands have been presented to satisfy this requirement.

This is nothing new. Even during 1975-76, when Supplementary Demands were presented, there was one item where a similar situation had arisen and we had taken a token grant for a work described as new work. It was Demand No. 15. It was said there:

"Under Voted Rupees three thousand are required for recoupment of 'token' advance of an equivalent amount obtained in November/December 1975 from the Contingency Fund of India, for the three items mentioned below (Rupees one thousand for each item) when the Parliament was not in session and the works/investment could not be foreseen and provided for at the time of presentation of Demands for Grants for 1975-76. These works/investments had to be undertaken immediately and were regarded as New Service/New Instrument of Service requiring Parliament's approval."

The demand of rupees one thousand under voted expenditure has been necessitated for urgently taking up reconstruction of the bridge across Damanganga river between Karambele and Vapi sections on Bombay-Delhi trunk route of Western Railway. I happened to go to the site when the bridge was washed away. Mr. Mavalankar has said that we must have some deeper investigation into what happened. The floods were really unprecedented. I was informed by the local people that the water level had gone up to about 12' over the bridge. There is a road bridge near about. Because of the heavy rain for the first time, the bridge was completely washed away from one corner to another, thus dislocating the entire traffic from Bombay towards Delhi. These are

very vital links for our transportation system. So, we had to go in for immediate repairs.

As members may be aware, the existing bridge was suddenly washed away on 31-7-1976 due to unprecedented floods in the river Damanganga. As such, this work of re-construction of the bridge could not be foreseen and provided for in the budget. This bridge is on the vital Bombay-Delhi trunk route and since traffic cannot be allowed to remain suspended, action has already been taken to provide a temporary diversion until the permanent bridge is re-constructed. The construction of the bridge is estimated to cost Rs. 2.50 crores and expenditure during the current financial year is estimated at Rs. 1.25 crores. At this stage, I have only proposed a token provision of Rs. 1000 for the current year and might have to come up before the House at a later stage for additional funds to the extent we are not able to meet the requirements during the current year from the funds already sanctioned by Parliament. The details of the two charged appropriations amounting to Rs. 3.61 lakhs have been given in the book of Supplementary Demands already presented. Withdrawal from the Contingency Fund was necessitated as payments had to be made immediately in satisfaction of court decrees. Mr. Samar Mukherjee has raised this point and that is why, I am clarifying this.

✓ SHRI SEZHIYAN: Have you covered my two points?

✓ SHRI MOHD. SHAFI QURESHI: I have covered one.

✓ MR. DEPUTY-SPEAKER: There is a slight irregularity in the whole thing because I feel that when a point of order was raised, it should have been disposed of at that time. Now, we have adopted a procedure that when a point of order is raised, it is kept pending; we start discussion and the Minister replies. When the Minister replies, then, of course, we cannot obstruct him; he has to complete his reply. After

[Mr. Deputy Speaker]

that, we will dispose of this point. That is the best we can do under the present circumstances. Let us hear him out.

✓ SHRI MOHD. SHAFI QURESHI: There were two cases. One was about the land acquisition. The total requirement in one was 5.40 lakhs and the Budget available was 3 lakhs. The second was a fatal accident case under the Fatal Accidents Act, where we had to pay the decretal amount of Rs. 1.2 lakhs.

I now come to the Excess Grants for 1974-75. During the year 1974-75 the actual expenditure exceeded the sanctioned allotments by Rs. 17.96 crores. There were four cases of actual expenditure exceeding the final grants and two cases in which the expenditure exceeded the final charged appropriations.

The excess of Rs. 17.96 crores was mainly under two grants viz., Grant No. 3-Working Expenses—Operation other than Staff and Fuel (Rs. 1.11 crores) and Grant No. 15-Open Line Works—Capital Depreciation Reserve Fund and Development Fund (Rs. 16.79 crores). The excess under Grant No. 8 of Rs. 1.11 crores was only 1.5 per cent of the final Grant of Rs. 72.78 crores and occurred mainly because of increase in prices, more payment of electricity charges due to revision of tariff and more payment of compensation claims. The excess under Grant No. 15 of Rs. 16.79 crores was only 2 per cent of the final grant of Rs. 835.55 crores, and was on account of increased expenditure on acquisition of rolling stock and Plant and Machinery as also under manufacturing suspense.

The excess under charged appropriations relating to two grants was mainly on account of more payment in satisfaction of court decrees.

While recommending the regularisation of these excesses, the Public Accounts Committee have observed that concerted efforts should be made to

minimise excess over authorised expenditure and the reasons for sudden deterioration in this regard in 1974-75 with reference to the position in 1973-74 should be investigated with a view to adopting appropriate remedial measures. A number of steps have been taken to enforce more effective expenditure control so that excess over the sanctioned grants are avoided or restricted to the barest minimum. Some of the measures in this behalf are:

(a) Exchequer control mechanism by which cash element of each budget grant is subjected to a continuous and concurrent review.

(b) Effective control on rolling stock manufacture by correlating physical and financial targets of the various manufacturing units, including the wagon building industry.

(c) Continuous review of inventories by special cells established on each railway with a view to restricting commitments and the levels of inventory as envisaged in the Budget.

15 hrs.

The Budget for 1976-77 envisages the year closing with a modest surplus of Rs. 8.98 crores. Railway operations have shown sustained improvement and a continuous review is being undertaken at the highest level to contain working expenses within the budget grants. From the trend of operating performance in the first six months of the current year, the Railways hope to achieve the budgetted anticipations.

Some points were made with regard to lines in the backward areas and to New lines. This point has been raised so many times in the House, in the Committees of Parliament and outside as well. I quite agree. The whole reason is the constraint of funds. We are not closing our eyes to the realities. As the Railway Minister has stated so

many times, he is very anxious to see that backward areas are opened up for ensuring their economic emancipation. We realize that the basic infrastructure for the development of an area is the railways. The only question is that we have to get funds from the Planning Commission. I am not blaming the Planning Commission; but the overall financial situation in the country was such that we could not be given more money; and the Railways were also not making some headway in their financial situation. Now that the situation has started improving, I can assure the hon. Members that we shall endeavour and strive to see that backward areas are opened up for economic development; and that the large number of demands which have been presented by the hon. Members for opening up new lines will be certainly taken up on priority basis. I cannot give any assurance beyond that, on any matter which involves more money. But we shall try, as I said, to take up certain projects which are very essential.

Some Members spoke about amenities to the passengers. They said that we have withdrawn coach attendants from the I Class coaches. We have not withdrawn any coach attendant. Wherever they have been withdrawn, I can assure the House that those posts will be restored.

The Railways are now doing more in order to provide greater facilities. We are removing the distinction in the use of the waiting room facilities. There will be no separate first class or second class waiting rooms. Waiting room facilities will be provided to all the passengers; first class as well as 2nd class passengers, who are travelling in 2-tier or 3-tier coaches. We are spending about Rs. 3 crores on amenities; and it will be our effort to see that these are provided at places where they are lacking.

One hon. Member mentioned about the revision of the Railways Act. It is true that the Railway Act is a

hundred years old. If we look at the facts, as some of the hon. Members know, more attention was given earlier to goods, cattle and animals; and less attention to passenger traffic. Possibly, the thinking was that because goods were giving more money, more attention should be paid to them. It is our experience that ultimately, it is the people who speak about good or bad service by the Indian Railways. Goods do not speak. When you start speaking, our image improves. The whole Act has been revised. Part of it has been sent to the Law Ministry. Only a small part remains. The Railway Act, when amended, will meet the present requirements of the public and of the goods traffic as well. (Interruptions) Mr. Mavalankar also said that there might be many other bridges which are over hundred years old. It is true that there are bridges which are old; but a regular watch is being kept. They are being inspected regularly by our Bridge Inspectors and the Chief Engineer of Bridges. Wherever we find that the bridge is unsafe for traffic, immediate steps are taken either to reconstruct the bridge or to re-strengthen the pillars or to take whatever action is necessary so that the traffic hazards are removed.

✓ SHRI P. G. MAVALANKAR: I would like to know whether, especially in vulnerable areas where heavy floods repeatedly, almost every year, have damaged bridges, if not washed them away, any special effort is being made to look into the matter.

✓ SHRI MOHD. SHAFI QURESHI: After these unprecedented floods, a thorough check of all the bridges is being made, and I can assure the hon. Member that a regular watch will be kept on them.

Shrimati Parvathi Krishnan, as usual, after praising the railways, tried to find some faults here and there. She talked about the number of accidents increasing, but I can assure her—I can give the figures also—that over the last three years the

[Shri Mohd. Shafi Qureshi]

number of accidents on the Indian railways has gone down considerably. We hope to maintain this and even improve upon it. We are sure that with the new atmosphere in the country and with the new sense of dedication and discipline among our people, we will be able to further reduce the number of accidents.

✓ SHRI B. V. NAIK: Towards the close of the last session, the hon. Speaker suggested that a meeting of Members of Parliament from backward areas might be held. May I know whether these people who have been demanding railway lines times without number will be called some time at least during this intersession period as per the advice of the hon. Speaker?

✓ SHRI MOHD. SHAFI QURESHI: We have one main Parliamentary Consultative Committee and 9 committees are for each Railway zone which meet thrice a year and once a year, respectively. All the Members are represented in these committees, and the backward areas people take up these matters every now and then.

✓ SOME HON. MEMBERS ^{rise}

✓ MR. DEPUTY-SPEAKER: I want to draw attention again and again that we are discussing the Supplementary Demands, but we try to convert it into a general discussion on the railways. If I allow this, then I will have to allow all questions. It will start all over again. Not please. We have already exceeded the time allotted.

✓ SHRI SEZHIYAN: I raised two points of order for which I think the reply has not been given.

MR. DEPUTY-SPEAKER: I think the best thing for me now is to dispose of the points of order. You have stated your points of order and he has stated his point of view. There can be only one way out, and that is for the Chair to dispose of the points of order before proceeding to voting on the Demands. I think it is incumbent on

the Chair to dispose of these points of order.

Firstly I would like to say that from what all the hon. Members have said—and I went out of my way and allowed a large number of Members, and it is a feat that almost 30 Members were able to participate in the discussion, and everybody is satisfied—I think that the feeling of all the Members is one of appreciation for the performance of the railways. I am just repeating what they have said, and I think it is not even the intention of Mr. Sezhiyan to obstruct the making of these grants. He is only performing the duty of a Member of this House of being a watch dog on the procedures of the House, on the finances which this House has granted to the Government.

Now, in the context of what the Members have said, even if I think the Speaker used the word "lapse" before he left this Chair, I do not know whether it is a lapse or not. Even if there were slight irregularities I would describe them as peccadillos and we can overlook them of course, this is not to belittle the fact that Government Departments must try to be as regular as possible to adhere to their own rules and also to the directions of this House. This is the business of this House.

As far as I understand, there are two or three questions that were raised by Mr. Sezhiyan. (1) The Minister has said that this withdrawal of certain money from the contingency fund which is quite permissible was done when the Parliament was not in session,—I think that is what you say. Now, Mr. Sezhiyan's point is, if this was done before the 9th of August, then why this was not brought immediately to the attention of the House in the very next session, which is enjoined by your own financial rules. This is the point. It may be an oversight. We have so many things to do. The House can overlook that, but it is necessary to mention this that

this is not keeping with these rules. But, of course, the House can condone this. It is a small little peccadillo. I won't even go to call it a lapse.

Shri P. K. Deo to the vote of the House.

Cut Motion No. 1 was put and negatived.

The second point which he has raised is, as far as I understand, that this money of Rs. 1000 that you want to take from the Consolidated Fund now relates to Demand No. 15 to recoup to the contingency fund. He says that this is regular because nothing prevents you from taking any amount from the contingency fund to meet an unanticipated situation, which means a new service or whatever it is. He could have done that and come to this House and that would have been regularised. But instead of doing that, you resort to a novel method of taking a token grant from the contingency fund. A token grant can only be given by this House. You cannot take a token grant from the contingency fund and seek to recoup it. That is what he is pointing out. Well, if this is an irregularity, then it is not quite in keeping with practice. I think that is what you mean, Mr. Sezhiyan. I think there is no need standing on prestige on these things. It is good that Mr. Sezhiyan has done his job in pointing out these things to the House and the Minister has also made his reply, whatever it is. I personally feel that we take note of these things. If there have been these irregularities, they should not be repeated. The Minister can be a little more careful about this. Beyond that, I think we drop the matter here.

MR. DEPUTY-SPEAKER: I shall now put Cut Motion No. 1 moved by

MR. DEPUTY-SPEAKER: The question is:

"That a Supplementary sum not exceeding rupees one thousand be granted to the President out of the Consolidated Fund of India, to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of "Open Line Works—Capital, Depreciation Reserve Fund and Development Fund."

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 out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1975, in respect of the following Demands entered in the second column thereof—

Demands Nos. 1, 3, 8 and 15."

The motion was adopted.