

SHRI PILOO MODY : Even one has withdrawn. Not even one.

SHRI R. K. KHADILKAR : Sir, I introduce† the Bill.

13.05 hrs.

**DEMANDS FOR GRANTS (RAILWAYS),
1972-73—Contd.**

MR. SPEAKER : We will resume discussion on the Railway Budget. Shri B. S. Murthy was on his legs.

SHRI B. S. MURTHY (Amalapuram) : The other day I was telling the House that Mr. Hanumanthaiya, Railway Minister, has certain of the characteristics of the original Hanumantha of Ramayana.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar) : I would like to submit that there should be some more time for discussion on the Railways. Let the Minister reply at 2-30 P. M.

MR. SPEAKER : This is what we have been hearing. We are much short of time. We have got some other motions also. We have to find time for so many other discussions. There are short notice motions; there are calling attention motions.

SHRI B. K. DASCHOWDHURY : Only half an hour. I would beg of you.

MR. SPEAKER : No, I am so sorry. We are extending the time of sitting and we sit through lunch hour also and in spite of that we are short of time after the end of this week. You must stick to what you pass in the House. I am sorry. Shri B. S. Murthy.

SHRI B. S. MURTHY : Mr. Hanumanthaiya promised that he would link Cape Comorin with Kashmir. We welcome it. He said he would see to it that trains run to time for which also we are obliged to him.

अध्यक्ष महोदय : मुश्किल तो यह है कि जब कोई डिबेट आती है, कोई कांस्ट्रक्टिव बात आती है तो सब चले जाते हैं और झगड़े की बात होती है तो सब आ जाते हैं।

I am sorry and I am sympathising if you are addressing an empty House. Anyway, he may carry on now.

SHRI B. S. MURTHY : Perhaps, we are all anxious to go for lunch.

MR. SPEAKER : We decided not to go for lunch during this week. Is the hon. Member feeling hungry ?

SHRI B. S. MURTHY : In brief. I would like to mention just one or two points. As far as Andhra proper is concerned, there is no railway at all. There are two railway lines running in the coastal part of Andhra; one links Madras with Calcutta and the other links Madras to New Delhi. These two lines run to some extent in Andhra, but they are not intended for Andhra alone. There is also another line which goes from Madras to Bombay. The other lines were all more or less intended for the Nizams. Therefore, for long we have been asking for a separate zone. It was in 1954, I think, that I spoke about the request of the Andhras to have a separate zone. Fortunately, this request of Andhras has been conceded. But the new zone is limping. It has not been given all the facilities which a new zone has to be given. As a matter of fact, amongst the southern zones, it is one of the important ones, and it has also been doing well. But, unfortunately, the State Government's request and also the request of the Members of Parliament hailing from Andhra have not been given any consideration. Last December, we had presented a request and a representation to the Railway Minister requesting him to give us a few new lines.

If a person wants to go from Nellore, a hundred miles from Madras, to Cuddapah on the other side at a distance of about 150 miles, he has to travel at least 500 miles; he has either to go to Madras and then go or to go to Hyderabad and then go to Cuddapah. This is a very unfortunate state of affairs. When I was speaking on this about a decade and a half ago, I suggested that Ongole must be linked with Kaziperi, and Nagarjunasagar must be linked with Hyderabad; Nandyal must be linked with Gudur. All these requests have been there, and all these have been made by all of us including the Andhra Government.

One of these lines relates to the construction of a new broad gauge line from

†Introduced with the recommendation of the President.

[Shri B. S. Murthy]

Nadipudi to Bibinagar. This line will open up the Nagarjunasagar area where 12 lakh tonnes of foodgrains and 50,000 tonnes of sugar and other cereals are grown every year and they have to be transported to other parts of India. We have made a lot of progress in the field of agriculture and industry here, but the railways have not been able to keep pace with the general progress which the area has registered. This new line from Nadipudi to Bibinagar will reduce the distance from Hyderabad to Madras by about 75 k.m. I request that this line may be taken up by the railways.

Another thing that I would like to mention is in regard to the need for the construction of a line from Bailadilla to Kovvu *via* Bhadrachalam. Bailadilla is linked up, but the rich forest resources have not been tapped and exploited by the State Government because there are no railways. Therefore, this request had been made about a decade and a half ago, but this has not yet been conceded. I am told the project report is available but we do not know what will be its fate and whether the Minister, the Deputy Minister and the Railway Board will be pleased to take it up off the shelf and proceed with it.

Another requirement is the construction of a railway line from Ramgundam to Nizamabad *via* Karimnagar. You know, Sir, that Telengana is backward and how the Telengana people have been greatly agitated at their not being properly looked after. The suggested line will open that area and serve not only Ramgundam where a new complex of industries, specially fertiliser is coming up, at a cost of Rs. 71 crores, but will also transport foodgrains from this area. Therefore, this may be sanctioned as early as possible.

The next requirement is the conversion of the Guntur-Macherla MG into Broad Gauge. This is a very important line. From Vijaywada to Guntur and Guntur to Macherla, there is a very important line of traffic. But upto Guntur there is broad gauge and from Guntur to Macherla it is only metre gauge and the train goes very slow. A number of proposals are there. I would request the Ministry to take them up.

A word about vending. I was once the President of the Northern Railway Vendors' Union. We made a lot of progress in those days when we had officers willing to look after the interests of vendors. Unfortunately, though Government's goal is to establish socialism and remove concentration, some of the officers seem to be vying with Government to making a monopoly of the vending contracts. Instead of farming out the contracts to small people, they are giving it to *the kedars* and encouraging them. But we are thankful to the Deputy Minister, who when we approached him, is always helpful; but still many things are being done without his knowledge.

As for catering, the Minister himself has condemned it. Some severe and serious steps are called for so that the travelling public is not exposed to bad food and indifferent service.

There are a lot of complaints about the Railway Service Commissions from each State. I suggest each zone should have its own Service Commission so that no injustice is done. Now a person from Srikakulam, for example, is sent to Kanyakumari because the Madras Service Commission selected him. He has to face difficulty of language and proper food.

Lastly about wagons. Wagons should be supplied in time and at places required.

SHRI SAMAR GUHA (Contai) : Sir, though it is belated, I feel it is my duty to keep it on record the gross injustice, the ugly and scandalous incident that has happened in the Railway Ministry in regard to the manner in which one of the topmost, not only that, the highest authority in the railway administration, in the biggest public sector of our country, was dealt with. I mean the case of Mr. B. C. Ganguli.

My speech will not remove any injustice against him. But as I said, it should be kept on the records of this august House, the manner in which he was removed, universally strong criticism of it was made by almost all the leading newspapers all over the country. One of the leading dailies of Delhi said that the manner in which Shri Ganguli was dealt with was 'childish, unseemly and ridiculous.' One of the prominent Bombay dailies

said that "it was a classical exhibition of ministerial autocracy." Only in the expectation that in the future, it will give some courage and it will give some hope for the men to come hereafter, I am referring to this issue even at this belated hour.

Heavens would not have fallen if the Government had waited for three months, Mr Ganguli was going to retire in the month of January. He took casual leave for three days, but in a surreptitious, ugly and scandalous manner, in a strange manner, all his functions in respect of the general administration, planning, engineering, security, vigilances, everything were taken away, and he was given only research and development work to deal with. Not only that He was deprived of the privilege of delivering his speech at the inauguration of the Transport Museum which was one of his greatest dreams. The ugly manner in which his coach was detached, God alone knows what will happen in this country if the highest authority in the administration of the railways can be dealt with in such a manner!

No allegation was made against him; no charge was brought against him. There was no question about his integrity; no question about his capability; there was no question of filing any charge against him. Yet the way in which he was removed was astounding. It never happened in the administrative life of this country. I know that he did something in a mood of exasperation. He was being haunted from one place to another. He did something, which he should have avoided it. *(Interruption)*

MR. SPEAKER : The hon. Member's time is up.

SHRI SAMAR GUHA : Just two or three minutes, more, Sir. It is known that he was a man of extreme administrative capability, an engineer of excellence. In most of the recent construction works the Indian railway bridges; one can see his capability. His vision, his courage, his initiative, his knowledge of engineering technology were appreciated by all. Leave alone his engineering skill: he has been a genius in the administrative services in our country also.

What was his crime? His crime was that he believed that the Government really wanted socialism and that the Government wanted this biggest of our public sector organisations to be financially viable. It is on record that within a few months he abridged the gap of the railway budget. You, Mr. Qureshi, the Minister, enquired into the administration of railway and told us that about 100 top officials were found redundant. M. Ganguli dealt with the nest of corruption, the nest of vested interest at the central administration and by transferring those men, he tried to remove the bottlenecks at the Centre. That was his crime.

He wanted to increase the speed of the trains, not for the passengers only; but for improving traffic. Higher speed of traffic means more revenue, and more revenue means bridging the gap in the deficit budget of the railways. But that was his crime? Secondly, he dealt with the wagon bottleneck in the Asansol area and removed it effectively. He did it. He was going to do the same in Jharia area also, but then owing to the vested interests acting in collusion with some high officials surreptitiously, it could not be done.

MR. SPEAKER : The hon. Member's time is up.

SHRI SAMAR GUHA : Further, about the wagons, the installed capacity is to produce 40,000 wagons, and that too in a single shift. But only 10,000 have been produced. Now, the Minister has promised that it will be increased to 27,000. Wagon stagnation means disruption of the kinetics of our industry, Mr. Ganguli tried to deal with it, and he showed that it can be improved. *(Interruption)* I know I have no time,

MR. SPEAKER : I am sorry.

SHRI SAMAR GUHA : I had this urge in the inner recesses of my mind to defend Mr. Ganguli one of the brilliant technocrats, a man of exceptional integrity, courage and vision has been dealt within a scandalous, intriguing, conspiratorial and ugly manner. The Government should be ashamed of it. I have written a letter to the Prime Minister; I have not got a reply. But I think the time is coming when Mr. Hanumanth haiya will get his final reply from the Prime Minister.

श्री बालोबर बांडे (हजारीबाग) : माननीय अध्यक्ष महोदय, रेलवे का जो काम करने का तीर तरीका है उसके सम्बन्ध में मुझे कुछ कहना है। पिछले दिन कुरेशी साहब ने यहाँ पर बोलते हुए कहा था कि हम रेलवे में सुधार लाने की कोशिश कर रहे हैं—वर्गन्स के एग्जामेंट में और काम करने के तरीके में—तो उससे कुछ विश्वास हुआ था कि रेलवे के काम करने के में कुछ सुधार होगा लेकिन जो वास्तविकता नजर आती है वह कुछ भिन्न है। दिसम्बर, 1970 में नन्दा जी जब रेल मिनिसटर थे तो उन्होंने आश्वामन दिया था धनबाद की पब्लिक मीटिंग में कि धनबाद और पटना के बीच रेल सेवा चालू की जाएगी। उसके बाद रेलवे मिनिसट्री से बहुत बार टाइम रखा गया कि एक निश्चित समय से रेल सेवा चालू की जाएगी। फिर हनुमन्तैया साहब ने स्वयं श्री भोगेन्द्र झा के प्रश्न के उत्तर में बताया 1-10-71 को कि पहली नवम्बर से उसको चालू करेंगे। उसके बाद अमज-सी के नाम पर और दूसरे नाम पर उसको टालते गए। अन्ततः यह तय हुआ कि पहली मई से इस रेल को चालू किया जाएगा। उसके लिए गाई की बहाली हो गई, सारा स्टाफ बहाल हो गया, ट्रेन का नामकरण भी कर दिया गया,—25-अप व 26-डाउन—तो 24 अप्रैल को बौल साहब का टेलीग्राम चला गया, केवल चार दिन पहले, कि वह ट्रेन अब नहीं चलेगी। यह कैसा तीर तरीका है, किस ढंग से प्रशासन में सुधार लाना चाहते हैं, यह मेरी समझ में नहीं आती। क्या रेल मंत्री यह हाउस में दिया गया आश्वामन और पब्लिक मीटिंग में दिया गया आश्वामन, इनकी कोई कीमत ही नहीं है? यदि कोई अधिकारी इस तरह से टेलीग्राम दे दे कि यह काम नहीं होगा तो आपके आश्वासन की क्या कीमत है, वह मैं जानना चाहता हूँ? मैं यह भी जानना चाहता हूँ कि अभी आपने उसको जो कैबिनेट किया और पटना में हनुमन्तैया जी ने कह दिया कि अभी निक्ट सत्रिज्ज में उस ट्रेन को चलाने की व्यवस्था नहीं की जा रही है तो क्या हाउस में आप कुछ कहेंगे और बाहर जाकर कुछ कहेंगे? यह किस प्रकार की व्यवस्था है? इसमें सुधार होना

चाहिए। मैं चाहता हूँ कि आप फिर से यह पर आश्वासन दोहराये कि कब से उस ट्रेन को चालू करना चाहते हैं।

दूसरी बात मैं राजधानी एक्सप्रेस के सम्बन्ध में कहना चाहता हूँ। राजधानी एक्सप्रेस कलकत्ता जाते हुए सिर्फ दो जगह खड़ी होनी है, कानपुर और गोमोह में। सम्भवतः मुगलसराय में भी खड़ी होती हो। कानपुर के लिए तो आपने एक मेम्बर के आग्रह पर, उसकी प्रतिष्ठा को रखने के लिए यह बर दिया कि कानपुर में पैमेन्जर चढ़ और उतर सकेंगे। लेकिन जहाँ तक गोमोह का सम्बन्ध है, जगहे चाहे खाली भी जाये लेकिन वहाँ पर आप पैमेन्जर नहीं लेते। आखिर जब गाड़ी ठहरती है तो फिर वहाँ पर पैमेन्जर्स के उतरने चढ़ने में क्या दिक्कत हो सकती है? मैं यह नहीं चाहता कि वहाँ के लिए आप यहाँ से निश्चिन करे लेकिन यदि उसमें जगह हो तो आप ऐसी व्यवस्था कर दे कि वहाँ पर भी पैमेन्जर्स उतर और चढ़ सकें। वैसे तो बेहतर यह होगा कि बजाये गोमोह के इस ट्रेन को धनबाद में ठहराया जाय क्योंकि वहाँ पर काफी ट्रैफिक है, वहाँ के काफी लोग आ जा सकते हैं। यदि जगह रहे तो वहाँ से पैमेन्जर्स के आने जाने की व्यवस्था की जानी चाहिए।

अब मैं अपने इलाके हजारीबाग की बात करना चाहता हूँ। पिछली बार भी मैं ने आपसे आग्रह किया था कि हजारीबाग का पूरा विकास का काम रेलवे की बजह से रुका हुआ है। हजारीबाग का करीब-करीब आधा हिस्सा खदान उद्योग से भरा हुआ है। वहाँ पर कोयले का बहुत बड़ा भंडार है। लेकिन वहाँ की हालत यह है कि छोटी-छोटी कोलरीज किसी प्रकार से दम नाश कर चल रही है। वहाँ पर कम्प्यूमर्स मार्केट है लेकिन रेलवे के आभाव में डेढ़ टन कोयला एक टन की कीमत पर बेचा जाता है जबकि एक टन का भी पूरा पैसा नहीं मिल पाता है। वहाँ पर कोलरीज का सारा विकास रुका हुआ है और बजटवर्षों को भी उचित मजदूरी नहीं मिलती है। इस सम्बन्ध में मैं आपसे निवेदन करना चाहता हूँ कि

अगर आप हजारीबाग का सम्बन्ध रेल से जोड़ दें तो बहुत खर्चा भी आपको नहीं करना पड़ेगा। पिछली बार आपने कहा था कि हमारे पास पैसा नहीं है कि हम उसका विकास कर सकें लेकिन मैं आपसे कहना चाहता हू कि रांची रोड से हजारीबाग के लिए जो एलाइनमेंट की बात रखी है, नक्शे में दिया है कि रांची रोड से पांच किलोमीटर दूर जाकर साईडिंग की मांग है लाखों रुपया आपको साईडिंग के लिए आपको मिल सकता है। उसके बाद पांच किलोमीटर पर फिर फेदला और तापीन कोल बेल्ड के लिए साईडिंग ही जरूरत होगी और वहां भी आपको लाखों रुपया मिल सकता है। इन बातों को ध्यान में रखते हुए यदि आप हजारीबाग को रेल लिंक से जोड़ने की व्यवस्था करें तो वह एकोनामिक भी होगा, आपको बहुत खर्चा नहीं उठाना पड़ेगा। इसके परिणामस्वरूप उस इलाके का जो पिछड़ापन है वह भी बहुत हद तक दूर हो सकता है। पूरे बिहार में डेवलेपमेंट के नाम पर अगर कुछ काम हो रहा है तो बरका काना और डेहरी आन सोन के बीच में लाइन की डवलपिंग कर रहे हैं। वहां पर ट्रैफिक बड़ा हैवी है। उस इलाके का नक्शा जो आपने सकुंलेट किया है वह रेड लाइन का एरिया है। आप चाहते हैं कि वहां से ट्रैफिक रिलीव करे। गोमाहे और डेहरी आन सोन की मार्फत आप ट्रैफिक डाइवर्ट करना चाहते हैं। लेकिन इतना ही काफी नहीं है। उसमें फीडर लाइन भी होना जरूरी है। यह जो मैं आपको सुझाव दे रहा हूँ हजारीबाग को लिंक करने को, उससे अगर आप हजारीबाग रोड तक लिंक कर देंगे तो बहुत बड़ा डाइवर्जन हो जाएगा। जो वहां पर बड़ा कन्जेशन है उसको आप डाइवर्ट कर सकेंगे।

एक बात मैं आपसे यह कहना चाहता हू कि आप से बीछ साल पहले से बल्कि उससे भी अधिक समय से जो जो ट्रेन्स गोमोह और डेहरी आन सोन लाइन पर चलती थीं वही आज भी चल रही हैं हालांकि वैसेजैसे कितने ही ज्यादा बड़ गए हैं। आप कहेंगे कि वह लाइन रेन्युनरेटिव नहीं है तो वह रेन्युनरेटिव होगी कैसे क्योंकि वहाँ

पर कोई टिकट तो लेता नहीं है और न कोई देता ही है, सब फ्री चलते हैं। और जो रेन्युनरेटिव हैं उनको तकलीफ होती है।

बनारस जाने के लिए गोमोह और धनबाद आना पड़ता है। यदि वहां से कोई सीधी ट्रेन सेवा हो जाए तो उनको बड़ी सुविधा हो सकती है। उनको 5 रुपये की बचत हो सकती है थर्ड क्लास में लेकिन वे उन ट्रेन से नहीं जा सकते हैं। इसलिए मैं आपसे आग्रह करूंगा गोमोह, डेहरी आन सोन बरकाकाना हो करके एक ट्रेन की व्यवस्था करें और उसको मुगलमराय तक बढ़ा दें। यह बड़ा साधारण काम है। जो पैसे-जर गाड़ी डेहरी आन सोन में 12 बजे आकर के रुक जाती है उसको मुगलमराय तक एक्स्टेंड कर सकते हैं और इसमें किसी प्रकार की कोई असुविधा भी नहीं होगी। मैं आपसे आग्रह करूंगा कि उसको मुगलसराय तक एक्स्टेंड कर दें।

अन्त में मैं कोल बैगन्स के सम्बन्ध में कुछ निवेदन करना चाहता हू। कल आपने बड़ी चतुराई से कहा कि आपने बड़ी तरक्की करने की कोशिश की है। यह बात सही है कि कुछ इम्प्रूवमेंट लाए हैं लेकिन ऐसा ही इम्प्रूवमेंट हुआ है कि तीन कदम पीछे हटे हैं तो एक कदम आगे बढ़े हैं। जहां आप पहले 9 हजार वगैरह दे रहे थे अब 6 हजार वगैरह ही देकर बहुत खुश हो रहे हैं। आप देख रहे हैं कि कोलराज की क्या दुर्घटना है, हर जगह पर कोयले का भण्डार पड़ा हुआ है, कोयले में आग लग रही है। उसके बाद आप कहते हैं कि हमने बहुत-सा स्टाक हटाया है। मैं जानना चाहता हू जो आपने कहा है कि हम कोयले के स्टाक उठा रहे हैं तो क्या जो मौजूदा प्रोडक्शन है उसको भी आप पूरा-पूरा उठा रहे हैं ? (व्यवधान) ... मैं समाप्त कर रहा हू। तो नतीजा यह होता है कि लोगों को रोज-गार कम मिलता है और दिन ब दिन हालत खराब होती जा रही है। इसको ठीक करने के लिए आपको ठोस कदम उठाने चाहिए। बैगन्स बढ़ाये जाये, यह ठीक है लेकिन जो मोबिलिटी है बैगन्स को वह भी पूरी नहीं है ... (व्यवधान) ...

अध्यक्ष महोदय : मैं तीन बार बंटी बजा चुका हूँ लेकिन आप सुनते ही नहीं हैं। क्या किया जाए ? अगर इस तरह से आप बोलते रहेंगे तो दूसरे तमाम मेम्बर्स रह जायेंगे।

श्री हामोदर पांडे : आप सिर्फ इसी पर ध्यान न दें कि कितने बैंगन्स कैसिल हुए हैं क्योंकि कैसिल होने के बहुत से तरीके होते हैं।

अध्यक्ष महोदय : आप अब बैठिए।

SHRI B. K. DASCHOWDHURY (Cooch-Bihar) : Sir, I will just refer to some of the points which I feel are the most important. In the entire working of this Railway Ministry there seems to be a great communications gap.

13.30 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

The other day by way of a short intervention the hon. Minister of Railways had told one hon. Member that unless pilferage and thefts were minimised, there could not be any further communication with labour leaders, hon. Members or the employees. I do not know whether the hon. Minister has thought it fit to think that cases of pilferage and thefts are only committed by the low grade employees. Is it not a fact that there are many high ranking employees who are also running a racket in matter of pilferage and thefts ?

I will pose the same question in another form so that the hon. Minister may be very careful about that. If really there are cases of pilferage and thefts, is it not the responsibility of the high officers at least to take certain portion of the responsibility to see that these are minimised ? If these are not, who is to be held responsible ? Why do you not make your high officials accountable and responsible for their lapses ? Was there any proper inquiry made to that extent ?

As I said, there is a communication gap. I wrote letters in the month of August last and I received the reply from the hon. Minister in the month of October 1971. This year on April 24 I wrote three letters to the hon. Minister, I have not yet received any reply. Whenever we make appointments with hon. Ministers,

they do not conform to those timings. They do not attend according to that time schedule. I simply cannot understand this. What are the ways ; how are we to express our views ; how have we to tell the grievances ?

MR. DEPUTY-SPEAKER : You are doing that just now. This is one of the ways.

SHRI B. K. DASCHOWDHURY : Only the other day I approached the Chairman, Railway Board, about one prayer. The all India station masters are going to have their annual general conference at Gauhati. That conference will be inaugurated by no less a person than the ex-Governor of Madras and ex-Chief Minister of Assam, Shri Bishnuram Medhi. Also, there will be many notable persons, who will be attending as chief guests and others. But that conference on behalf of the railway employees is not being allowed to be inaugurated at the railway institute on the ground that the all India station masters' organisation is not a recognised one. In the past, in 1967, at the railway institutes at Malegaon and Pandu these conferences were held. In 1968 in Calcutta the all India station masters' annual general conference was held at Sealdah in the Netaji Railway Institute. In Madras it was held in 1969 when the then Deputy Speaker, now the present hon. Minister, Shri Khadilkar, was the Chief Guest. Every time they are having these annual conferences and these are being well attended to by various other personages.

I do not know what happened to the Railway Board and the hon. Minister too that they are not agreed to the principal that those organisations or unions or associations which are not recognised should be given any quarter. But what do the recognised railway organisations claim to have ? Their total membership, as far as I know, even if it is correct, is only four lakhs—two lakhs each—as they claim though there are several doubts about this. But the categorical associations formed a coordination of all the eleven categorical associations and they claim that they are having a membership to the extent of more than eight lakhs. To have better labour relations or better employee relations it shall be the duty on the part of the hon. Minister to have negotiations or a dialogue with a larger number of employees who are claiming to have the support of eight lakh employees out of the total of 14

lakhs or a little less than that, as against the persons who are claiming only the support of 4 lakhs. Which one should be considered? Let there be a certain thought to it so that it can have a proper outlook on this matter.

In this connection, I would like to tell the hon. Minister very frankly that, by and large, as it seems to me, they are heading towards a big confrontation with the railway employees. It is not a proper way to have any sort of confrontation. You kindly find out the ways and means by your own leadership as to how you can have better relations. It is no good blaming one section of the railway employees.

There are several instances about this wagon-loading. Only the other day, I saw a statement given by the honourable Chief Minister of West Bengal claiming that it is a wrong thing to put charges on West Bengal and eastern sector of India that because of law and order situation, the Railways are not in a position to move their wagons freely and to supply wagons. I quote :

"The Chief Minister in his letter...to the hon. Railway Minister, Shri Hanumanthaya—

"has referred to certain statistical data prepared by the Central Government sources in order to prove that at least the question of law and order could not be raised in connection with the wagon supply issue. He has pointed out that so far as law and order question was concerned, Maharashtra was on the top of list and Mysore occupied the second position, whereas West Bengal is the fifth in that list."

I would like to have a clear answer from the hon. Minister as to whether the contention made by the honourable Chief Minister of West Bengal is a fact and, if it is a fact, why this proper wagon supply has not been made to the requirement of West Bengal, as demanded from time to time.

It has been decided that 800 wagons are to be loaded daily from the pit-heads from the coal areas for Haryana. But some of the officials who are working in the railways have reduced this number of 800 and, as a matter

of fact, what happened was, because of the price equalisation theory, that they are now instructing coal loaders to take the coal in wagons from road-side stations. As a matter of fact, whatever wagon supply they have made to West Bengal, certain portions have been taken and they have been taken at the expense of Rs. 5000 ex-gratia payment to the officials.

Will the hon. Minister enquire into it? I would request the hon. Minister to consider the position as to whether the officials are given special permits for wagon supply from road-side stations, not from the pit-heads, at the ex-gratia payment of Rs. 5000 for each wagon? You kindly enquire about it.

*SHRI C. K. CHINNARAJI (Tirupattur): Mr. Deputy-Speaker, Sir, I am grateful to you for having been given the opportunity to participate in the discussion on the demands for grants relating to the Ministry of Railways.

Our hon. Minister of Railways is a Member elected from Bangalore. He would, therefore, Sir, appreciate the need for expeditious doubling of the track between Jolarpet and Bangalore. However, I would like to point out here that the engineering survey for doubling the track between Jolarpet and Bangalore is proceeding at a very slow pace. As the hon. Minister is well aware, the intending passengers from Kerala State to Bangalore would have to pass through Jolarpet. In the same way, passengers from Bangalore going to Kerala will have to go via Jolarpet. Realising the importance of the Jolarpet Junction, a hump yard is under construction there. I would like to express my happiness at the construction of the hump yard there and would like to express my thanks to the hon. Minister of Railways for this step.

Sir, the people of Jolarpet have long been demanding the construction of an over-bridge at the Jolarpet Junction. I too, in the capacity of a Member of Parliament coming from that area have sent a representation to the Minister of Railways. To the south and north of the Junction, there are, at present, two level-crossings. As a result of heavy rail traffic for most part of the day the level-crossings remain closed. This has resulted in great inconvenience to the people of that

*The original speech was delivered in Tamil.

[Shri C. K. Channiraji]

area and in particular to the people attending the trade fair held at Jorapet. Therefore, Sir, I request the hon. Minister of Railways to initiate steps to construct an over-bridge at the Jolarpet Junction. The two level-crossings can, in that case, be closed down leading to smooth flow of traffic. Every Wednesday, a trade fair is held at Jolarpet regularly. This fair attracts traders from various places within a radius of 50 miles. Sir,

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : If your State Government writes to me, I will agree. It is the State Government that has to write to me first because they have to make the approach roads.

SHRI C. K. CHINNARAJI : The weekly fair that is held there is a big fair. Hon. Minister says that the State Government should write to him. But the State Government may not have enough funds for this purpose. The Railways are spending thirty three lakhs of rupees for constructing the hump yard at Jolarpet Junction. Sir, I would appeal to the hon. Minister that the Railways should spare two lakhs of rupees for constructing this overbridge. I am sure, Sir, within that amount the overbridge can be constructed. This is a longstanding demand of the people of that area. Many people visit the Wednesday fair there to purchase cattle skins and hides for exporting them to other countries. The absence of overbridge at Jolarpet Junction greatly hampers their activities. Just as the hump yard which is under construction there, an overbridge is also a must. I once again appeal to the hon. Minister of Railways that he should see that an overbridge is constructed at Jolarpet Junction.

At present, Sir, for the Brindavan Express only 20 tickets are issued at Jolarpet Junction for passengers going towards Madras. Large number of people from areas within a radius of 30 or 40 miles of Jolarpet come to Jolarpet to go to Madras. I, therefore, request the hon. Minister to raise the quota of 20 tickets to 40 tickets from Jolarpet Junction to Madras.

Sir, there is no reservation facility at Jolarpet for passengers intending to go to cities like Bombay and Delhi. The quota

facility is available in some other junctions like Salem, Kotpadi, etc. but not in Jolarpet. I would, therefore, request the hon. Minister to provide for the quota reservation facility for passengers going to cities like Bombay and Delhi from in and around Jolarpet. This will greatly help them.

With these words, Sir, I conclude.

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : I have had the benefit of the views on the Hon. Members on various aspects of the railway administration.

Many hon. Members felt concerned about the railway finances. Even the newspapers came out with headings of the type 'Concern over fall in railway profits'. After the Budget speech of May, I thought Members and the papers were under the impression that the railway finances had entered upon a new era of promise. Somehow, the habit of criticism overshoots the judgment of the same. The headings are misleading as well as the apprehension of the Hon. Members is unfounded.

The Hon. Members might remember that I had indicated a deficit of Rs. 6.87 crores in the Budget Estimates for 1971-72. This figure was arrived at after taking into account the unexpected earnings, that is, the increased earnings of Rs. 26.25 crores from enhanced passenger fares and freight rates. I then said that this deficit of about Rs. 7 crores could be wiped out by our efforts of better earnings and economics in expenditure effected. The Railway administration has more than fulfilled that expectation. The latest actuals for 1971-72 show a surplus of 19.94 crores, that is, nearly Rs. 20 crores. The surplus I indicated in my last Budget speech was commented upon by critics that it was due to the gift of Rs. 21 and odd crores given by the Railway Convention Committee. The net improvement of the financial results of the year is actually Rs. 26.81 crores. If the Convention Committee's relief of Rs. 21.53 crores is deducted, there will still be an improvement of Rs. 5.28 crores as compared to the Budget Estimates of 1971-72. This improvement has been achieved in spite of great difficulties in operation due to floods, refugees influx and hostilities with Pakistan. To add to these great calamities there were here and there, *bandhs* and strikes, squatting

on track which also adversely affected the finances of the Railways. The Railways have taken all these difficulties in their stride and earned more.

The Hon. House will remember that we had to pay additional interim relief, increase running allowances and incur expenditure on account of flood damages which were not and could not be provided for in the Budget. With the efforts we are making to improve the earnings and minimise the losses, I hope that the surplus for the next year, i.e. 72-73, will be much more than provided for.

The total sanctioned strength of the Railway Protection Force in all the zonal railways is 56,848. In June 1971 it was decided that vacancies in the rank of Rakshks should not be filled up. This ban on recruitment is continuing since then, except for short spell of recruitment of 214 ex-servicemen in November, 1971, the total number of vacancies have now accumulated to about 4150. I have now decided that this strength of the Railway Protection Force should be curtailed to that extent. This will result in a sizeable saving in the expenditure to the Railways, and the proposed reorganisation of the Railway Protection Force will be done within this strength.

There is continued emphasis on economy in expenditure itself. The Public Accounts Committee has made certain observations saying that the expenditure ratio is increasing. This is the opinion of many other Hon. Members. I have taken note of it. And, I want to see that the expenditure is reduced as far as possible.

In the Railway Board itself, 3 posts of Additional Members which fell vacant have not been filled. Under the Chairmanship of my colleague Mr. Qureshi a Job Evaluation Team has made a review of the staff strength in the Board's office. As a result of its recommendation, 14 gazetted and 63 non-gazetted posts including 18 posts in Vigilance Organisation have already been given up. This has resulted in a saving of about Rs. 6 lakhs. In addition, one post of Technical Attache at Washington in USA and one post of Dy. Railway Adviser at Berne in Switzerland are also being given up which will result in substantial saving of foreign exchange of Rs. 2 lakhs per annum. During the past 9 months of the current year an economy of

Rs. 2.20 crores was achieved in ordinary expenses on zonal railways and production units.

I want now to deal with one very important question relating to labour. This morning's newspapers have featured an agreement arrived at between the three trade unions. They are, the All India Trade Union Congress, the Indian National Trade Union Congress, and the Hind Mazdoor Sabha. They have agreed, to begin with, to constitute a National Council of Central Trade Unions. This is a very welcome development.

SHRI B. K. DASCHOWDHURY : Significant step.

SHRI K. HANUMANTHAIYA : In fact, the inter-union rivalries have been a curse not only on the labour movement but they have been impeding smooth working and production in various undertakings. I really appreciate the patriotism and sense of service to the nation displayed by leaders of these three unions, to serve labour better and to serve the country also better.

Many people misunderstand me and say that I do not readily concede whatever is demanded by labour. If I sometimes say that I am not prepared to readily concede certain demands of labour, it is not because I want to be hard on labour but because I want to be serviceable and useful to the nation as a whole. We cannot make a distinction in this age of socialism between labour and the rest of society. Labour, to whatever denomination or political party it may belong, has one primary duty, and that primary duty, as the Prime Minister has been repeatedly saying, should be service to the nation, that is, production, and thereafter only other factors come into operation.

I hope that this coming together will help this process of accelerated production and harmonious working in every undertaking.

In the railways, due to various strikes, legal and illegal, and sometimes staged on the track at a moment of excitement, several workers have come to suffer break in service. Some of them have been suspended. Some of them have been hauled up before courts of law. Some of them have suffered minor

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punishment also. Labour leaders of this House, in fact, every variety of labour leaders;...I do not want to pick up names and make a distinction, individius or otherwise...have been urging upon me, every leader who is a member of this House has been urging upon me, to condone the break in service, wherever a long time has elapsed, may be about a year. I have told all these labour leaders repeatedly that I am prepared to do so, provided they help me to stop thefts and pilferages and other crimes on the railways. It is a well known fact and I have repeated it several times on the floor of the House that there are few railwaymen who for personal profit indulge in the abtment of such crimes. I wanted co-operation of all labour unions, whether it be the Communist or the Congress or any other variety, to co-operate with the Railway Administration in eradicating these crimes and thefts. I am glad to say that everyone of them agreed to do so. In fact, several of them have joined committees set up for the purpose. This campaign was inaugurated on the Republic Day, and it is picking up tempo.

So far as some labour leaders were concerned, they made a point that I might not make it conditional, but might leave it to their judgment and they should certainly do their very best in eradicating thefts, pilferages and other crimes against the railways. Even in Parliament, the other day, several labour union leaders who spoke had declared on the floor of this House that they wanted to do their very best in this direction of freeing the railways of all crimes.

I know that some of them are very serious-minded, and I expect them to fulfil the promise that they have made privately, publicly and also on the floor of the House. Relying on their assurance and promise they made on the floor of the House, I want to announce today that I want to condone the break in service in all the cases, whether it is in one place or in the other place. In fact, I want to congratulate Shri Ramavatar Shastri, who has just peeped in, on the Resolution his Union has passed undertaking to do their best to eradicate thefts and pilferage. I am not a person who will make a distinction between a party and a party; whoever does good and is helpful to the railways to run efficiently and smoothly is entitled to my gratitude. In Gooty

several workers had gone on strike in connection with something that happened a long time ago. I asked them to undertake to stop thefts and pilferages. They did it. I scrutinised the statistics for two months when I found that that area was completely clean of thefts and pilferages. I issued orders to the Board that the necessary condonation of break in service might be done. Likewise whether it is in Barauni or Dhanbad or any other place, I want to show a gesture in response to the promise they made publicly by condoning the break in service.

14 hrs.

So far as suspensions are concerned, when I do something generously I do so to evoke an equal amount of generosity on the part of trade unions, I do not higgie. I am also asking the Board to condone suspension wherever ordered unless there is some heinous crime attributed and the accused have been hauled before a court of law.

SHRI RAMAVATAR SHASTRI (Patna) : What does he mean by 'heinous' crime ?

SHRI K. HANUMANTHAIYA : It is defined in the IPC. It depends upon each case. Suppose there is an attempt at murder or cause grievous hurt. I am not the judge. If the case is before a court, it will have to be decided through the judicial process. Even there I assure hon. members that I will do my best to mitigate or even eliminate the chances of punishment of erring railwaymen provided I see through statistics, not through assurances, whether the promises they made have been fulfilled sincerely so as to earn approbation of the House and the country.

SHRI RAMAVATAR SHASTRI : How can it be done without the co operation of his officers ? They are not co-operating at Dhanbad. I know it definitely.

SHRI R. V. BADE (Khargone) : The Minister is co-operating.

SHRI RAMAVATAR SHASTRI : He is.

SHRI BHOGENDRA JHA (Jainagar) : Does it mean that those who are being prosecuted under sec. 307 IPC, whether true or not, will continue to be suspended ?

SHRI K. HANUMANTHAIYA : I have said all the suspension orders will be cancelled.

Shri N. Shivappa said that steam locomotives in the south depend on coal from Bihar and occasionally stocks of coal with the railways run very low affecting train services; since electricity is available in the south, in his view, electrification could be undertaken with advantage in the southern zone. The House is aware that the production of steam locomotives was stopped in July 1971 and that of metre gauge locomotives in Jan. 1972. This decision on the part of the Railway Board means that hereafter, of course gradually, the mode of traction on the Indian railways will be increasingly either diesel or electric. As on 30-4-1972, there were 190 broad gauge and 90 metre gauge diesel locomotives operating in the Southern zone, that is, the Southern Railway and the South-Central Railway. It has been decided that in view of the long lead from collieries, occasionally leading to low coal stock holding in the southern region, the share of the South-Central and Southern Railways for the allotment of diesel locomotives would be increased. In accordance with this policy, 12 broad gauge and 10 metre gauge diesel locomotives were allotted to the Southern and South-Central Railways in 1971-72. In 1972-73, nine broadgauge and three metre gauge diesel locomotives have already been allocated to these two railways. A large number could not be pressed into service in this area on account of the recent hostilities with Pakistan which necessitated a greater utilisation of diesel locomotives on the northern and the frontier railways. The production of electric locomotives is going apace at the Chittaranjan Locomotive Works and the diesel locomotives are being built at the Diesel Locomotive Works, Varanasi.

Electrification requires a very large initial investment. It is justified economically on sections carrying very high densities of traffic which cannot be managed on steam traction and where the alternative of electric traction is cheaper than dieselisation. As resources have to be put to the most productive use, it is necessary to exploit fully the potential of the existing resources before new investments are made. Availability of power supply at a cheaper rate is only one among the prerequisites to be taken into consideration while taking a decision for electrifying any section.

Further electrification requires a large initial investment including substantial foreign exchange expenditure, and is justified only on sections carrying very heavy traffic density or in graded sections where the traffic cannot be managed by steam traction: the alternative of dieselisation is costlier than electric traction. The availability of funds and foreign exchange being limited, all electrification projects are carefully examined before acceptance. For this purpose, apart from financial appraisal, an economic appraisal involving a cost-cum-benefit study has also to be carried out to determine the viability of a project and establish its comparative merits vis a vis other similar projects. As per current thinking, *inter se* priority between the various electrification projects is being determined as follows.

First priority : electrification of sections forming part of the main trunk routes with a view to completing the gaps in electrification and thus realise overall economies on such electrified trunk routes by eliminating multiplicity in modes of traction, and intensive use of electrification assets.

Second priority : electrification of sections which are isolated in nature but are independently justified on their own, either on heavy traffic density or by virtue of heavily graded sections where steam traction cannot just function or by contiguity to electrified sections.

Third priority : other sections which qualify for electrification by way of high-traffic density index but are not on trunk routes, electrification is being taken up on considerations of preferential need for improvement of transport on the concerned sections, contiguity to electrified sections and overall principles of preferential economic investment between various systems of transport and other sectors of investments. As a modern, efficient and economic mode of traction, electrification on the Indian Railways has been undertaken on sections which mostly comprise of trunk routes, heavy-mineral lines and suburban sections where traffic needs have grown beyond the capacity of steam traction, where alternative electric traction is cheaper than dieselisation. With the completion of 25 KV AC electrification scheme programme during the Third Plan, 3,348 route kilometres of railwaylines have been brought under electric traction till 31-3-1971. During the year 1971-72, another 222 route kms. of Kanpur-Tundla section of Northern Railways have been electrified bringing the total length

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of lines electrified on 25 KV AC as on 31-3-1972 to 3570 route kms. There are also 358 route kms. electrified earlier on 1500 volt DC system which brings the total to 3928 kms both on DC and AC system of electrification.

Following the policy of extension of electrification on Indian Railways to the intensively operated section of the railway network, electrification of sections comprising of approximately 1700 route kms. consistent with the density of traffic, availability of power, electric locomotive production etc. is programmed during the Fourth Plan and has already been approved for execution during the Fourth Plan. With this addition, the total electrified route km. comes to 5628.

Some other hon. Members have spoken about shifting divisional offices or shifting zonal headquarters or adding an area to this division or that division. (An Hon. Member : Service Commission also) I am not in a position to reply to these points straightaway. Railway reorganisation was done long time back. They have done it on some rational basis. I might state quite clearly that railway organisation is not done on the basis of language. Many of these demands emanate, from considerations of language. They want to reorganise the railway system on the basis of regional languages or some such thing. That is not the policy of the railways. It is therefore unnecessary for me to disturb the existing arrangement. If and when the interest of the railway administration require reorganisation in any particular direction, we can undertake to do so. For the time being I request the hon. Members not to think of disturbing the present pattern of zonal or divisional railways.

Shri D. N. Tiwary complained that bank to bank booking of passengers between Palezghat and Mahendrughat is not being allowed, which causes heavy loss to the railways and considerable inconvenience to passengers. The ferry service is being run by the Railways under an agreement with the Government of Bihar and the Railway is permitted to carry only through railway passengers. Booking passengers merely from one ghat to the other is not permitted under this agreement. There is also a public ferry nearby being operated by a lessee of the State Government of Bihar for persons going from one ghat to another. The matter has been

taken up with the State Government of Bihar several times in the past but the Railway has not been allowed to undertake ghat to ghat booking of non-railway passengers. I propose to take up the matter with the State Government again. The present position is that if the passengers purchase ticket from Palezghat to Gulzarbagh, which is the first station beyond Mahendrughat, the Railway can carry such passengers in the ferry operated by it. This is already being done. Otherwise, any passenger found with the ticket has to be treated as a ticketless passenger and charged fare plus penalty as per rules.

Sir, Shri D. N. Tiwary made an allegation that out of the three ships—ferry boats—two have broken down. I would like to point out that these stoppages have been in order to do annual repairs to the engines and boiler plants. Therefore, he is under a mis-apprehension that the boats themselves have failed in spite of the fact that we did not the demand of many Members of Parliament of that area. The fact is that they are undergoing annual repairs and it is not true to say that they have broken down.

Sir, for some time past an impression has agained that large scale thefts and pilferages are taking place in Mughalsarai yard. An in-set was published in Bombay Weekly on 16th April, 1972 giving out that the loss at Mughalsarai due to thefts and pilferages was Rs. 1,00,000 a day. Some Members of the House are also under that impression that at this rate the loss would amount to Rs. 3½ crores a year. This, on the face of it, is an exaggeration. This loss is taking place on account of theft but one has to see the dimension of the transactions in the yard-before making a correct assessment of the dimensions of thefts.

श्री अँकार लाल बेरवा (कोटा) : उपाध्यक्ष महोदय सत्रन में कोरम नहीं है ।

MR. DEPUTY-SPEAKER : The hon. Minister may resume his seat. The bell is being rungNow there is quorum. He may continue his speech.

SHRI K. HANUMANTHAIYA : Mughalsarai is the biggest yard in the whole of Asia where on an average 3,000 wagons flow in each direction ; on the U. P. direction that is, from Howrah towards Delhi about 70 per cent of

the loaded wagons consist of coal and the rest contain steel consignments and general goods. In the return direction, out of 3,000 wagons about 1,700 are empties and the balance loaded stock consisting of foodgrains, pulses, textiles, oilseeds, etc. The total cost of the goods that pass through Mughalsarai is roughly assessed at about Rs. 2 crores a day, the railways have made an assessment of the loss sustained due to thefts and pilferages at Mughalsarai of big consignments. It is found that in February this year the thefts amounted to Rs 66,000 a month ; it is not Rs. 1 lakh a day. In 1970-71 the loss was higher and it is estimated to be Rs. 1,01 000. The improvement during the recent months has been the result of elaborate security steps that we have taken at Mughalsarai like augmenting the Railway Protection Force and arming them provision of vehicles for surprise checks, striking at bad points, intensive day and night patrolling at vulnerable points and provision of fencing around the yard in critical areas. There has also been very close co-operation with the civilian police. It has resulted in the arrests of a number of hardened criminals. I am personally concentrating my attention on the steps that need to be taken in this regard.

Recently. I had a meeting with the Chief Minister and officials of the UP Government, followed by another meeting with the Chief Minister of Bihar and his officials. We have discussed the steps to be taken thoroughly and in detail. It is not merely against thefts and pilferages in general but also against ticketless travelling. I hope that the efforts that I am making, with the co-operation and goodwill of the State Governments, will be able to produce results at the end of the year in terms, as I have already said in another connection, of statistics.

I have already covered in this direction almost all the States in having a personnel conference. In order to ensure better coordination and co-operation for effective work, we have established a joint committee in every State consisting of the high officials of the State Governments as well as the railway administration. Since this work pertains mostly to law and order, the State Home Secretary concerned has been made the Chairman. I am glad to report to the House that every Chief Minister whom I met has promised that he will review the progress of the work done by the committee in his State every month and

see that these campaigns against theft, pilferage and ticketless travel become as much a success as is humanly possible.

SHRI R. S. PANDEY (RAJIANDEGAON)
The Chief Ministers are busy with their own problems. They will not take interest in the problems of the railways.

SHRI K. HANUMANTHAIYA : I have met them and it is on record that they have promised to give their co-operation. I am sure they are as mindful of the losses sustained by the railways as they are concerned with the reputation of their own States. For, if there is a theft or pilferage claim against the railways in a State, sometimes even dacoities and looting, it goes to the discredit of that very State. Therefore, they are also morally aware of their responsibility and I am sure their co-operation will be genuine and productive of results.

SHRI K. N. TIWARY (Bettiah) : You mentioned about Bihar and UP. What about Bengal where there are thefts ?

SHRI K. D. MALAVIYA (Domariaganj) :
Bihar is worst.

SHRI K. HANUMANTHAIYA : My hon friend spoke about Bengal. It is true, Bengal probably is the most difficult area. As you know, it underwent several upheavals, political, revolutionary and all kinds of agitations. Efforts are now being made by the new government. On our part we are also cooperating with the State Government. Their efforts have greatly succeeded but I am not in a position to say that they have completely succeeded. I am sure, the people of Bengal, great as their reputation is and magnificent as their history is, will see that their reputation and fair name is not contaminated by indiscipline, crimes and obstruction to railways and its smooth running.

SHRI B. K. DASCHOWDHURY : On a point of clarification. Is it a fact that very recently the Chief Minister of West Bengal has addressed a letter to you stating clearly that the law and order situation, according to all-India basis, is fifth in West Bengal ? First is Maharashtra and second is Mysore. Is it quite a fact ?

SHRI K. HANUMANTHAIYA : I may straightaway say, on the face of it, it is incorrect.

SHRI B K DASCHOWDHURY : Has the Chief Minister of West Bengal addressed a letter to the hon. Minister ?

SHRI K. HANUMANTHAIYA : He is under a mistaken impression. The Chief Minister has not taken that stand. He has not written that letter to me.

SHRI R. S. PANDEY : You may not have received the letter.

SHRI K. HANUMANTHAIYA : I have received that letter. He has not taken that stand. As the Prime Minister said in another conference in Calcutta, some newspapers have indulged in such speculation. Maybe, they want to create some sensation so that their sales may go up. That is all I can say. It is untrue that the Chief Minister of West Bengal has written to me on those lines. In his letter there is nothing mentioned of the kind.

Shri Banamali Patnaik complained about the late running of Utkal Express. The punctuality of Utkal Express arriving at Delhi had improved along with that of all other trains when the special punctuality drive was launched last year. Except during the three months of heavy emergency movement, namely, October, November and December, due to the conflict with Pakistan, the punctuality has all along been good.

SHRI R. S. PANDEY : Congratulations.

SHRI K. HANUMANTHAIYA : Thank you very much. In fact, during the month of March 1972, this Utkal train arrived New Delhi on right time on all the days.

While going towards Puri, the punctuality has not been good because of difficult working conditions on Kharagpur-Khurda Road section where traffic density is heavy and control communications are generally down. Law and order in the eastern sector is still not fully restored. This is another reason. Theft of posts and telegraph control wires still continues to affect our communications. The Kharagpur-Bhadrak Section control is out on 30 to 40 per cent of the days. On 90 per cent

of the occasions control is out due to theft of wires alone. In order to prevent theft of copper wires, it has been proposed in this Budget to take over the P&T lines and erect railway's own departmental alignment with aluminium conductor steel reinforced wires. An outlay of Rs. 10½ lakhs has been provided for in 1972-73. I hope, a time will come very soon, after the replacement by aluminium wires, when the Utkal Express, which sometimes runs late because of these wires and other difficulties, will run on time in both directions.

Apart from theft of control wires affecting our communications, the interruptions to running train services are also caused by demonstrators squatting on the track. It is here that the honourable House has to take a very strict view of the matter. It is easy to blame the railways for inefficiency or for corruption or for other maladies. There are these defects and we are trying to remove them. But if punctuality is affected, it is not merely the fault of the railways. How many times the people squat on tracks in Bengal or even in Madras merely because they have a grievance against some one else. They choose railways as a means of making protest. It is a question of vicarious punishment. The punctuality is affected; the finances are affected. We have to use our good offices in our constituencies and in our States to see that this indisciplined way of dealing with the railways, the vicarious punishment that is being inflicted on the railways, is stopped altogether.

From November, 1971 to 22nd May, 1972, there were 18 cases of squatting on track causing interruptions to through-running of train services on main line of which 11 incidents occurred only on Eastern railway. Due to these incidents, the train services on the main lines were completely disrupted for a total number of 91 hours resulting in serious detention and cancellation of 204 passenger or mail trains in addition to stabling or cancellation of a very large number of goods trains.

A peculiar feature of such demonstrations has been that miscreants squatted on the tracks as a protest against some grievances which did not even pertain to working of Railways, such as, delay on the part of Andhra Pradesh Government to sanction loan

to Tobacco growers' Association, location of Thermal Plant at Dalkhola instead of Katihar alleged sufferings of workers due to closure of a mill, conflicts arising out of local group-rivalries, etc. Some of the demonstrations were held in support of provision of stoppage of some trains at way-side stations, introduction of new trains or provision of some passenger amenities at a particular station.

The railways can function efficiently and keep up hundred per cent punctuality in an atmosphere of complete discipline. If on the one hand, the people are allowed to take law into their own hands, you cannot expect the railways to perform to your satisfaction.

I am very unhappy to say that this malady is not the malady afflicting one political party. I have to be true to this House and say, whether it is Opposition parties or even sometimes our own party, they are behaving in such a manner that it is neither patriotic nor just. To spout on the railway track for some demand is the height of irresponsibility and this irresponsibility should not be practised by any responsible political party, whether it is on the Treasury Benches or on the Opposition Benches.

AN HON. MEMBER : What about the officials ?

SHRI K. HANUMANTHAIYA : So far as the officials are concerned, they can be sacked.

The hon. Members know that a process has already been started that whenever a Member of Parliament writes to me about any mal-practice or corruption on the part of a particular officer, I probe into that and I punish them. Many of the Members have helped me and have written letters to me. Whenever the railway administration put up a note that nothing can be traced, I have sent personal emissaries to find out what allegations the Members have made and, if they are found correct, I try to punish them. Whenever an officer writes that nothing can be done, nothing can be traced, I am holding that person responsible for inefficiency. (*Interruption*)

An hon. Member of the House who belongs to the Scheduled Castes rightly made an observation that the Scheduled Caste and Scheduled Tribe representation had not been

upto the Constitutional guarantees given. I readily agree. There is some justification in it. There is a reservation quota, 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes, in recruitment to vacancies which carry scales of pay rising above Rs. 375/- per month. For other vacancies, varying percentages have been prescribed for each railway based on the percentage of Scheduled Castes and Scheduled Tribes as compared to the overall population of the area traversed by a particular railway. The reservation quota is applicable at the stage of initial recruitment and is not related to the total strength of staff. The hon. Member who gave the figures has calculated the percentage in terms of the total staff. What has to be really calculated is the recruitment made and the percentage thereon.

Recruitment to gazetted posts in the Railways is normally made in Class I. In Class II, generally, there is no direct recruitment excepting for the Medical Department, and the posts in Class II are normally filled by promotion of suitable persons from Class III. Recruitment for Class III posts is made through the Railway Service Commissions at Allahabad, Calcutta, Bombay and Madras. Recently, I have appointed a person belonging to the Scheduled Caste as Chairman of a Railway Service Commission. And I might divulge a secret ; I am trying to make another member belonging to the Scheduled Caste as Chairman of another Service Commission also. The intention of the railway administration is to see that this quota is fulfilled. And if Scheduled Castes and Scheduled Tribes exceed even this quota and get appointments, that will be the day on which we can congratulate ourselves that we have done justice to these downtrodden classes, namely, Scheduled Castes and Scheduled Tribes. (*Interruption*) Whenever direct recruitment to any posts is made, reservation for Scheduled Castes and Scheduled Tribes according to the prescribed percentage is invariably made. The unfilled quota is carried forward to three subsequent requirement years and the year in which the recruitment is not made is not counted for this purpose. While vacancies reserved for Scheduled Castes and Scheduled Tribes continue to be treated as reserved for the respective community only, Scheduled Castes are also considered for appointment against vacancies reserved for Scheduled Tribes where such a vacancy could not be filled by a Scheduled Tribe even in the third year of carry forward and *vice versa*,

[Shri K. Hanumanthiya]

In order to increase the intake of Scheduled Caste and Scheduled Tribe candidates on the Railways, various concessions have been granted. Relaxation in age limit upto five years is given. Free rail passes for written/oral tests are issued. Candidates with lower positions on the recruitment panels are appointed. Even amongst the failures, the best are considered for appointment in non-technical and quasi-technical Class III categories, where no written examination is held. A repeat course with stipend and another without stipend is being given to apprentices/trainees for recruitment and training. The General Managers have been vested with special powers to recruit Scheduled Castes and Scheduled Tribes without reference to the Railway Service Commission to make up the shortfall. They can also give alternative appointments to medically unfit candidates belonging to Scheduled Castes and Scheduled Tribes in categories for which they are medically fit and where there is shortfall of such candidates.

Shri D. N Tiwary referred to some platforms being made in the State of Bihar. The policy of the Railways is to provide high level platforms at all important stations, medium level platforms at less important stations, and rail level platforms at unimportant road side stations on the Broad Gauge. Similarly, on the metre gauge, high or medium level platforms are provided at all main line stations while rail level platforms are provided at unimportant road side stations.

Keeping in view the above policy, raised platforms are to be provided at 526 stations out of 616 stations on the North Eastern Railway. So far, raising has already been completed at 391 stations. The raising of platforms on the balance 135 stations is being undertaken on a programmed basis after taking into account the passenger traffic offering at the stations and subject to approval of the Railway Users Amenities Committee and availability of funds.

One hon. Member of the Communist Party made a pathetic appeal regarding one officer of the Railways not getting his dues. Though I don't generally interfere in individual cases, the way he made the appeal compelled me to look into the matter and I place it before the House.

MR. DEPUTY-SPEAKER : That is a cue you are giving to other members.

SHRI K HANUMANTHAIYA : After all, I use commonsense. The time allotted for me is limited and although the hon. Members want, I will try to satisfy them to some extent.

MR DEPUTY-SPEAKER : You have taken one hour. How much more time do you want ?

SHRI K HANUMANTHAIYA : So far as the points raised are concerned, if I were to reply to all the points raised, it will take 3-4 hours. I am sure you will not allow me that much time. I think I will finish in about 15 minutes. As you have rightly pointed out, I have taken one hour. Another 10 to 15 minutes I will take.

Shri Manoranjan Hazra raised the point that the settlement dues of Shri Surya Kumar Majumdar who retired from office as Depot Store Keeper, Garden Reach, on the South Eastern Railway have been withheld and that out of sheer frustration he attempted to commit suicide.

The correct and full name of the employee is Sudhir Kumar Guha Majumdar. He was working as Depot Store Keeper/Office Superintendent Grade III and worked under Assistant Superintendent, South Eastern Railway, Garden Reach. He retired from service only on 13.5.1972 on superannuation. He has not opted for pension but remained on S R P F. rules. There are huge debts pending against this employee.

It has been reported that Shri Sudhir Kumar Guha Mazumdar took sleeping pills. He was referred by Assistant Medical Officer, Shalimar. He was treated by this Medical Officer and was admitted into the Garden Reach hospital. On admission, he was found semi-conscious, but, otherwise, his condition was good. The latest report is that his condition is quite satisfactory. But he is a little weak. He is fully conscious and has fully recovered from the incident. He has retired only recently and within 3 days of his retirement he has attempted to commit suicide. There have been huge debts pending against this employee. There is a story behind this

sorry state of affairs and there will be a further probe into it.

My friend Mr. Daschowdhury has been very persistent about Jalpaiguri-Haldibari branch line on the North Frontier railway being restored, or some portion of the track being restored. I don't want to take the time of the House on that subject. He was much insistent that I should make a reply and so I do so. I have explained to him privately also. Railways are prepared to do their part of the work. That is there, but what is called bunding and other things are to be done by the State Government. I hope West Bengal Government will expedite that work. After completion of that work the Railway will do their part of it. Otherwise the railway track will be washed away in the next rainy season. That is why this is necessary. I have advised the hon. Member to approach the State Government to see that whatever they have to do is done and done expeditiously.

The Railways, as the hon. Members know, is the biggest of the public undertakings. I have converted myself into a view, may be a self-centred view, but nevertheless a true view, that unless this biggest of public undertakings is made to succeed in efficiency and in finance, socialism cannot be made a success in this country.

The three unions and other labour organisations which have come together will have to realise that the work does not end with securing some allowances to labour, with securing some condonation of punishment, etc. These are minor matters. Whether I do it or withhold it, it is a matter of minor importance; it does not affect the national economy as a whole. It is production that counts. It is the efficient and patriotic service that labour will do which will determine the tempo and progress and success of our socialism. The Prime Minister has been repeatedly telling us and telling the country. I have also made several speeches on the same lines. Let labour secure by all means whatever is due for them; they may want a little more money, either by way of salaries or allowances or emoluments etc. But that is not the whole of their responsibility. Their primary duty is to work and produce and make this country great and prosperous. For all these years,—excuse me if I am frank, emphasis has been laid more on the minor aspects of labour movement than

on major aspects of effective and good service to the economy and to the country. I hope, Sir, with condonation and other things that I have done, a new chapter of a relationship between management and labour will dawn, and labour will take charge as much as any one else, for the tempo of production, the quality of service, and the standard of efficiency.

SOME HON. MEMBERS *rose* —

MR. DEPUTY-SPEAKER : Please sit down. The Minister has taken one hour and ten minutes. He has gone into the smallest details from a particular employee to the details of a platform in a particular station. I fail to understand how you are helping to economise the time. I want to see how many Members want to ask questions. There are eight Members. Each Member should ask one question and there should be no speech.

Mr. Bhogendra Jha.

MR. BHOGENDRA JHA : Mr. Deputy Speaker, Sir, I hope the Railway Minister's appeals to the labour to co-operate in improving the functioning of the railways will be combined with first to take their co-operation and I want to know whether with regard to the cases arising out of the strikes, what stand is going to be taken and whether the issue of recognition of any Mazdoor Union shall be discussed?

MR. DEPUTY-SPEAKER : Mr. Shastri.

श्री रामानुजार शास्त्री (पटना) : उपाध्यक्ष महोदय, क्या भूतपूर्व रेलवे मंत्री न केटरिंग बक्स को यह ऐश्वर्य किया था कि डिपार्टमेंटल केटरिंग को कायम रखा जायेगा, उसे समाप्त नहीं किया जायेगा? यदि हाँ, तो क्या सत्य है कि इन दिनों वहाँ इस बात की कोशिश की जा रही है कि डिपार्टमेंटल केटरिंग को कंट्रैक्टर के मातहत देकर वहाँ बहुत-से काम करने वाले लोगों को बेकार बना दिया जाये? इसी तरह क्या यह भी सत्य है कि ईस्टर्न रेलवे के अन्दर जो केटरिंग डिपार्टमेंट है उसके मजदूरों ने मंत्री महोदय के पास कोई शिकायत भेजी है? अगर भेजी है तो मंत्री महोदय कौन-सी कार्रवाई कर रहे हैं?

श्री ओंकार लाल मेरवा : हमारे कोटा के एक इंजीनियर ने सिकायत भेजी है कि लाखों रुपयों का बोटाला वहाँ किया जा रहा है। क्या मंत्री महोदय उसकी जांच करवाने के बारे में कोई जवाब देंगे ?

श्री आर० बी० बड़े : उपाध्यक्ष महोदय, मध्य प्रदेश के ट्राइबल एरिया के पास से सैटल और वैंस्टन रेलवे दोनों ही जाती है। क्या मध्यप्रदेश की ट्राइबल एरिया से रेलवे का कोई सर्वे होने वाला है या कोई हिदायत इसके बारे में भेजी गई है ?

SHRI P. NARASIMHA REDDY (CHITTOOR) : I would request the hon. Minister to clarify the position regarding the pace of execution of the Vijayawada-Madras electrification scheme ..

MR. DEPUTY-SPEAKER : He has already dealt with it

SHRI P. NARASIMHA REDDY : Though the hon. Minister has been good enough to transfer the headquarters of the electrification project to Vijayawada, the allotment for the work is being reduced and consequently there will be great delay in the execution.

SHRI A. P. SHARMA (Buxar) : I was expecting the hon. Minister to deal with the question of a direct link between Patna and Dhanbad. I would like to have the hon. Minister's assurance on this point.

I would also like to congratulate the hon. Minister on the announcement that he has made about the condonation of break in service. But I would like to point out that it is not to those trade unions which believe in constitutional methods but to those that do not believe in constitutional methods that he should appeal... (Interruption).

श्री रामानन्द शास्त्री (बिजनौर) : क्या निजिस्टर साहब को मालूम है कि एक ऐसा सेड्यूल्ड कास्ट का लड़का है जिसका एम० एल० पास करने के बाद 1963 में नार्थवेन रेलवे में आर्गि स्पेशलिस्ट की तरह से सेलेक्शन हुआ...

MR. DEPUTY-SPEAKER : Order. Let the hon. Member listen to me first. I expect a person wearing *geru* to be a little more, I do not know what to say. I was trying to say that Parliament should not be made into a forum for pleading any individual case or for running down any individual. I would not allow that question.

श्री राम सहाय पांडे : क्या रेलवे मंत्रालय इस बात पर विचार कर रहा है कि जिस स्टेशन पर एक या दो मिनट के लिये मेल ट्रेन रुकती है वहाँ पर दूसरे और तीसरे दर्जे के यात्रियों को बड़ी तकलीफ होती है, इसलिए ट्रेन में टू टायर और थ्री टायर कम्पार्टमेंट्स को अलग-अलग रंगों से रंग दिया जाये, जिनमें यात्रियों को अनुविद्या न हो ?

SHRI PARIPOORNANAND PAINULI (Tehri Garhwal) : The hon. Minister has made a reference to pilferage and thefts in trains in UP and Bihar. This creates some misunderstanding. Does he mean to say that criminals come from other States and commit crimes in UP, because no criminal would commit any crime in his own State ?

SHRI N. SHIVAPPA (Hassan) : The railways are committed to the conversion of metre gauge into broad gauge. I was expecting a categorical reply from the hon. Minister whether the direct line from Madras to Mangalore in continuation of the one from Bangalore would straightway be converted into broad gauge, particularly from Hasan to Mangalore, instead of first doing it in metre gauge and then converting it into broad gauge ? Further, there is availability of enough electric power in the south. Therefore, why should there be wastage of resources in transporting coal from the north to the south ? Why should there not be economy by having electrification in the southern zone ?

MR. DEPUTY-SPEAKER : The difficulty is that when the hon. Minister replied, a number of Members who had put these questions were not present to listen to him. He has already dealt with many of these points. If the hon. Minister has anything to say now, he may do so.

SHRI K. HANUMANTHAIA : So far as recognition is concerned, as the hon. Mem-

ber knows, it does not lie in my hands alone. It is a matter of high policy relating to labour. They are dealing with it; all the three unions and the Labour Ministry are at it. I hope that they will be able to evolve a formula, and as and when they do it, I have no objection to accepting and implementing it. Since the Government of India is a whole, united organisation, each Ministry of it cannot have a labour policy of its own. Hence the Railways cannot of their own undertake to initiate a labour policy on recognition. I hope the good work, the unifying work that the three Unions have begun will bear fruit and they will evolve a formula on this and other subjects for proper implementation.

As for other details asked by several members regarding catering and electrification, these are individual matters. I have answered many of them. As for catering on the Eastern Railway, I will have to look into it and cannot answer on the spur of the moment.

15 hrs.

I will look into the suggestion made by Shri Pandey regarding different colouring of compartments. Regarding Shri Sharma's point for introducing a Patna-Dhanbad train, I have an individuality of my own. I would have answered it straightway to his satisfaction, but I withhold announcement of the decision because his own party men squatted on the track. I have great respect for Shri Sharma; he is not only a member of great standing in Parliament but he has also a special role to play in Bihar. I would beg of him to make those Congressmen who squatted on the track to repent. As for the actual question, I will discuss it privately and settle with him.

SHRI RAMAVATAR SHASTRI : It is not a business of his party; it is our business.

SHRI K. HANUMANTHAIYA : As you correctly remarked, I have already answered many points raised by hon. members who were not present to hear my reply and then they again raise these points now. I had given a detailed reply to Shri Shivappa. I feel sorry many times that hon. members who raise points are not here to hear the reply. I take so much trouble to prepare notes in reply, but they are not here to hear the reply. Many a time it is said that Ministers are not courteous to the House by not being present to hear speeches.

I think the same formula should apply in respect of members.

SHRI RAMAVATAR SHASTRI : What about withdrawal of cases?

SHRI K. HANUMANTHAIYA : If he asks too many times, I will say 'no'.

SHRI RAMAVATAR SHASTRI : Let him say 'yes'.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : After all, they are his friends.

SHRI K. HANUMANTHAIYA : Including Shri Bosu, I want to be friends with all.

SHRI BHOGENDRA JHA : He is a friend only privately, not here.

SHRI K. HANUMANTHAIYA : I welcome the co-operation and goodwill of all. After all, the salary that is drawn is so little, but the goodwill that is given by members is the real sustaining factor for the Minister. I want to be friendly with all, but to safeguard the larger interest of the country, sometimes I come in conflict with suggestions or proposals some members make.

Regarding conversions and new lines, I have deliberately not made any commitments today because surveys are going on; sometimes technical surveys have to be concluded and traffic surveys have to be concluded. In no case has this work of study and survey been completed, and therefore, I am awaiting completion of these studies. It may be, as I did last time, I may bring a supplementary demand for the approval of the House. In the matter of new lines and conversions I have several lines in mind and I have also assured the House that I want to do justice to every State. It is not that I want a new line or a conversion in a particular area and neglect other areas. I want to do justice to every State, particularly to the backward areas, and these principles have been enunciated. On the basis of these principles, I may be permitted to bring a supplementary demand for new lines and conversions a little later after the studies are completed.

MR DEPUTY-SPEAKER : There are a number of cut motions. If nobody, who has

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moved cut motions wants any particular cut motion to be put separately, I shall put them all together to the House. I will put the cut motions to the vote of the House.

All the cut motions were put and negatived

MR. DEPUTY-SPEAKER : I shall now put the Demands to the vote. The question is :

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper be granted to the President *to complete* the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1973, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A, 12 to 16."

The motion was adopted

MR. DEPUTY-SPEAKER : The question is :

"That the respective sums not exceeding the amounts shown in the Fourth column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of the heads of demands entered in the second column thereof against Demands Nos. 17 to 20."

The motion was adopted

[The Motions for Demands for Grants which were adopted by the Lok Sabha are re-produced below-Ed]

DEMAND NO. 1 : RAILWAY BOARD

"That a sum not exceeding Rs. 1,23,89,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973 in respect of 'Railway Board'."

DEMAND NO. 2 : MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 5,41,46,000 be granted to the President *to complete*

the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3 : PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs 12,82,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March 1973, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4 : WORKING EXPENSES ADMINISTRATION

"That a sum not exceeding Rs 67,20,34,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Administration'."

DEMAND NO 5 : WORKING EXPENSES REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs 232,19,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6 : WORKING EXPENSES — OPERATING STAFF

"That a sum not exceeding Rs 143,57,81,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operating Staff'."

DEMAND NO 7 : WORKING EXPENSES— OPERATION (FUEL)

"That a sum not exceeding Rs. 129, 58, 81, 000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment

during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operation [Fuel]'."

**DEMAND NO 8 : WORKING EXPENSES—
OPERATION OTHER THAN STAFF
AND FUEL**

"That a sum not exceeding Rs. 37,89,69,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

**DEMAND NO. 9 : WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs 28,94 67,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10 : WORKING EXPENSES—
STAFF WELFARE**

"That a sum not exceeding Rs 21,99,94,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Staff Welfare'."

**DEMAND NO. 11 : WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs 82,50,00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 11 A : WORKING
EXPENSES—APPROPRIATION TO
PENSION FUND**

"That a sum not exceeding Rs 12,00,00 000 be granted to the President *to complete*

the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses Appropriation to Pension Fund'."

**DEMAND NO. 12 : DIVIDEND TO GENERAL
REVENUES**

"That a sum not exceeding Rs 155,15,39,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Dividend to General Revenues'."

**DEMAND NO 13 : OPEN LINE WORKS
(REVENUE)**

' That a sum not exceeding Rs. 5,25,27,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Open Line Works (Revenue)'."

**DEMAND NO 14 : CONSTRUCTION OF NEW
LINES—CAPITAL AND DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs. 28,28,1,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Construction of New Lines-Capital and Depreciation Reserve Fund'."

**DEMAND NO. 15 : OPEN LINE WORKS—
CAPITAL, DEPRECIATION RESERVE
AND DEVELOPMENT FUND**

"That a sum not exceeding Rs. 489,14,56,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

**DEMAND NO. 16 : PENSIONARY
CHARGES—PENSION FUND**

"That a sum not exceeding Rs. 7,57,89,000 be granted to the President *to complete*

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the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 17 : REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

"That a sum not exceeding Rs. 4,19,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1972, in respect of 'Repayment of loans from General Revenues and interest thereon Development Fund' "

DEMAND NO. 18 : APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs 20,50,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Development Fund'."

DEMAND NO. 19 : APPROPRIATION TO REVENUE RESERVE FUND

"That a sum not exceeding Rs.10,03,37,000 be granted the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND NO. 20 : PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND

"That a sum not exceeding Rs 12,33,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day

of March, 1973, in respect of 'Payments towards Amortisation of over capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

15.07 hrs.

***APPROPRIATION (RAILWAYS) NO. 3 BILL**

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : Sir I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways "

The motion was adopted

SHRI K. HANUMANTHAIYA : I introduce the Bill †

I beg to move ‡

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER : Motion moved :

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for the purposes of Railways, be taken into consideration."

*Published in Gazette of India Extraordinary Part II, section 2, dated 22.5.72.

†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.