

DEMAND NO. 136.—CAPITAL OUTLAY ON POSTS AND TELEGRAPHS (NOT MET FROM REVENUE).

“That a Supplementary sum not exceeding Rs. 1,000 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 ‘Capital Outlay on Posts and Telegraphs (Not met from Revenue).’”

12.58 hr.

APPROPRIATION BILL*, 1973

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K.R. GANESH): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73.

MR. SPEAKER: The question is:

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

The motion was adopted.

SHRI K.R. GANESH: I introduce† the Bill.

I beg to move‡:

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

MR. SPEAKER: The question is:

“That the Bill to authorise payment and appropriation of certain further sums from

and out of the Consolidated Fund of India for the services of the financial year 1972-73, be taken into consideration.”

The motion was adopted.

MR. SPEAKER: The question is:

“That clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill.”

The motion was adopted.

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

SHRI K.R. GANESH: Sir, I move:

“That the Bill be passed.”

MR. SPEAKER: The question is:

“That the Bill be passed.”

The motion was adopted.

13 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)*, 1972-73

MR. SPEAKER: We shall now take up the Supplementary Demands for Grants (Railways) for 1972-73.

DEMAND NO. 1.—RAILWAY BOARD

MR. SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 3,61,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Railway Board’.”

DEMAND NO. 4.—WORKING EXPENSES—ADMINISTRATION

MR. SPEAKER: Motion moved:

“That a Supplementary sum not exceeding Rs. 1,80,56,000 be granted to the

*Published in Gazette of India Extraordinary Part II, section 2, dated 20-3-73.

†Introduced/Moved with the recommendation of the President.

‡Moved with the recommendation of the President.

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 'Working Expenses—Administration'."

DEMAND No. 5.—WORKING EXPENSES—REPAIRS AND MAINTENANCE :

MR. SPEAKER : Motion moved.

"That a Supplementary sum not exceeding Rs. 18,23,21,000 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 'Working Expenses—Repairs and Maintenance'."

DEMAND No. 6.—WORKING EXPENSES—OPERATING STAFF

MR. SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 1,21,45,000 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 'Working Expenses—Operating Staff'."

DEMAND No. 7.—WORKING EXPENSES—OPERATION (FUEL)

MR. SPEAKER : Motion moved.

"That a Supplementary sum not exceeding Rs. 4,35,27,000 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 'Working Expenses—Operation (Fuel)'."

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

MR. SPEAKER : Motion moved :

"That a Supplementary sum not exceeding Rs. 5,70,65,000 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 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND No. 9.—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 2,35,47,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND No. 10.—WORKING EXPENSES—STAFF WELFARE

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 74,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses—Staff Welfare'."

DEMAND No. 12.—DIVIDEND TO GENERAL REVENUES.

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 3,48,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Dividend to General Revenues'."

DEMAND No. 15.—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

MR. SPEAKER : Motion moved:

"That a Supplementary sum not exceeding Rs. 77,65,01,000 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 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

**DEMAND No. 16.—PENSIONARY CHARGES—
PENSION FUND**

MR. SPEAKER : Motion moved :

“That a supplementary sum not exceeding Rs. 92,76,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of ‘Pensionary Charges—Pension Fund’.”

**DEMAND No. 17.—REPAYMENT OF LOANS
FROM GENERAL REVENUES AND INTEREST
THEREON—DEVELOPMENT FUND.**

MR. SPEAKER : Motion moved :

“That a Supplementary sum not exceeding Rs. 31,80,000 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 ‘Repayment of Loans from General Revenues and Interest thereon—Development Fund’.”

The Demands are now before the House. Two hours have been allotted.

*SHRI JAGADISH BHATTACHARYYA (Ghatal) : Sir prolonged discussion have already been held in this House on the Railway Budget. We have seen that a huge amount is earmarked in the Railway budget every year as expenditure on the Railway Board. This is an unnecessary expenditure and this amount can be saved and fruitfully utilised in other constructive fields. We believe that the Railways can very well run without the Railway Board. I will therefore suggest the the Railway Board may be abolished forthwith. I hope the Railway Minister will consider this suggestion. Further, Sir, we have seen that large stocks are purchased for the Railways and kept in storage. In the report of the Railway Convention Committee we have seen that the value of these stores will be in the region of Rs. 400 crores. The Railways are a commercial department and we feel that it is not

proper for them to block this huge amount of money in the form of locked up stores. But the Railways are indulging in this sort of practice and on the other hand are constantly raising passenger fares and freight charges. Sir, I feel that there is need for using more and more electric and diesel engines in place of the existing steam locomotives because electric and diesel engines are much faster than the steam engines and they have a long life also. The steam engines moreover pollute the atmosphere and are a great health hazard. Therefore, the use of steam engines should be dispensed with. Sir, the freight charges on oil seeds have been raised so much that if 3 quintals of oil seeds are transported from Agra to Calcutta, the freight charges will come to about 21 rupees. 3 quintals of oil seeds yield only 1 quintal of oil. But Sir, if one quintal of oil is transported from Agra to Calcutta, the freight will be Rs 9.25P. Therefore, Sir, when the mills in Calcutta and at other places in the Eastern regions like Bihar, Assam and Orissa, where mustard oil is mostly consumed, have to import oil seed for the production of oil, they will face an initial handicap by way of higher freights on oil seeds as compared to the freight on finished oil.

As a result of this freight policy of the Railways, the oil mills in the eastern region will face unequal and unfair competition from the oil mills of Northern India. Therefore this excessive freight on oil seeds must be immediately reduced in view of the need to reduce the price of mustard oil in the eastern region where this is an indispensable and essential item in every kitchen.

I will draw the attention of the Minister to another issue. Sir, the loco workers of Southern and South Central Railway embarked upon an agitation some time back. That agitation has since been withdrawn and an agreement had been arrived at. But even after that Sir, there are some workers against whom cases are pending or who have been detained under the MISA. When this

*The Original Speech was delivered in Bengali.

agitation was withdrawn, I believe, the then Minister of Railways had given some hope that all the pending cases against those Railway workers will be withdrawn and that there will be no victimisation. I will therefore, request the new Railway Minister to initiate speedy action to withdraw the pending cases against those Railway workers and to withdraw the suspension orders etc. All the workers concerned may kindly be reinstated with full benefits of past service. Now, Sir, I will draw the attention of the Minister to the need of laying double tracks in many sections where only single tracks exist at present. We have seen that while travelling from Delhi to Amritsar or Mussorie, the Express trains are held up for long periods, sometimes for even half-an-hour, at way side stations for passing other trains. This causes much delay and inconvenience to the travelling public. Double tracks should be laid on all such routes. (Interruptions) Sir, double track should also be provided on the Khurda Road-Puri Section. We have spoken earlier also about the reopening of the Martin-Burn Railway in West Bengal. No action has yet been taken in this regard. We should be given a firm commitment about its reopening. We should like to know the date by which this Railway line is going to be recommissioned. There is also the need to convert the B D R. line into broad-gauge and to extend it. Sir, no express trains have been provided on the Purulia-Howrah line.

Only two slow trains run on that section. One express train must be provided on that Section. I sincerely hope Sir, that the Railway Minister will pay his attention to the points raised by me and will try his utmost to remove the inconveniences pointed out by me. With that Sir, I conclude my speech.

श्री बी० बी० तरोडकर (नांदेड) :
अध्यक्ष महोदय, रेलवे डिमांड्स के ऊपर मुझे समय नहीं मिला था इसलिये आपने मुझे जो समय दिया है उसके लिये मैं आपका शुक्रगुजार हूँ। रेलवे मंत्री महोदय ने महाराष्ट्र में जो चार रेलवे लाइनें ली हैं उसके लिये मैं सब से पहले उनको
3891 L.S.—8°

घन्यवाद देना चाहता हूँ। साथ ही साथ मैं मंत्री जी से प्रार्थना करूँगा कि जिस तरह से उन्होंने चार लाइनों के बारे में स्टेटमेंट दिया है, महाराष्ट्र में मराठवाडा जो है वहां पर इस समय बहुत बड़ा कहत है और वहां पर पांच जिलों में जिस समय प्राइम मिनिस्टर औरंगाबाद आई हुई थी वहां पर आने के बाद उन्होंने जो स्टेटमेंट दिया था उसमें कहा था कि मनमाड से मुदखेड जो मीटरगेज लाइन है उसका ब्राडगेज में कन्वर्जन किया जायेगा। लेकिन मुझे यह कहते हुये खेद है कि जो स्टेटमेंट प्राया है, उसमें मनमाड से मुदखेड तक की रेलवे लाइन का कोई उल्लेख नहीं है। नांदेड महाराष्ट्र का सीमावर्ती डिस्ट्रिक्ट है। वह आन्ध्र प्रदेश से लगा हुआ और सबसे पिछड़ा हुआ डिस्ट्रिक्ट है। इस स्टेटमेंट के कारण नांदेड डिस्ट्रिक्ट की जनता में खलबली मच गयी है और वह आन्दोलन करने को उद्यत है। मैंने आप से यह निवेदन किया था कि आप इस बारे में रेल मंत्री जी से कहें और प्रधान मंत्री के स्टेटमेंट को दृष्टि में रखते हुये हमारी कुछ मदद करें। हमारा एक डेलीगेशन इस सम्बन्ध में रेल मंत्री से मिला था। रेल मंत्री ने यह वायदा किया था कि वह स्टेट गवर्नमेंट और चीफ मिनिस्टर से फिर बात करके इस बारे में फिर से विचार करेंगे। मैं उनसे फिर प्रार्थना करूँगा कि वह सप्लीमेंटरी ग्रान्ट्स की चर्चा का उत्तर देते समय इस सम्बन्ध में एक वक्तव्य दें। आज स्थिति यह है कि हम लोगों का वहां चलना फिरना मुश्किल हो गया है।

मनमाड से काचीगूडा रेलवे लाइन के कन्वर्जन के सिलसिले में मनमाड से परभनी तक का काम चासू है। मैं निवेदन करना चाहता हूँ कि उसके साथ साथ मुदखेड तक का काम भी जल्दी शुरू किया जाये।

मनमाड से पूर्णा तक जो ट्रेन लाई जा रही है, उसको मुदखेड तक लाया जाये।

[श्री बो०बो० तरोडकर]

मराठवाड़ा में सबसे महत्वपूर्ण क्षेत्र नांदेड़ है। वह सिख धर्म का सबसे पवित्र स्थान है, क्योंकि वहाँ गुरु गोबिन्दसिंह का एक टैम्पल है, जिसको हुजूर साहब कहा जाता है। हर साल पांच लाख से ज्यादा सिख यात्री न केवल देश के अन्य भागों से बल्कि दूसरे देशों से भी, वहाँ आते हैं। जब उनको पता चलता है कि नांदेड़ तक पहुँचने के लिये एक जगह नहीं, बल्कि दो तीन जगह गाड़ी बदलनी पड़ती है, तो उन्हें बहुत निराशा होती है। इसलिये यह व्यवस्था करनी चाहिये कि बहुत बड़ी तादाद में जो यात्री आते हैं, वे सीधे नांदेड़ पहुँच सकें।

रेलवे प्रशासन ने अक्षयपुर से सिकन्दराबाद से निजामाबाद तक एक गाड़ी शुरू की है। मैं प्रार्थना करूंगा कि उसको सिकन्दराबाद से पूर्ण तक चलाया जाये। मन्माड में सब से ज्यादा इनकम नांदेड़ से होती है। नांदेड़ की जनता ने यह प्रार्थना की थी कि निजामाबाद तक आने वाली गाड़ी को पूर्ण तक चलाया जाये, ताकि लोगों को सुविधा हो और रेलवे की इनकम में वृद्धि हो। उस क्षेत्र में बीच के स्थानों में कोई कालेज नहीं है, जब कि नांदेड़ में पांच छः कालेज हैं। इस गाड़ी के द्वारा विद्यार्थी विभिन्न स्थानों से वहाँ आ सकेंगे।

मैं ने इस बारे में कई पत्र लिखे हैं कि चूंकि नांदेड़ एक डिस्ट्रिक्ट प्लेस है और वहाँ पर जो क्रॉसिंग है, उन के कारण लोगों को बड़ी असुविधा होती है, इसलिए नांदेड़ रेलवे स्टेशन पर एक दूसरा प्लेटफार्म बनाया जाये। महाराष्ट्र सरकार ने भी इस बारे में रेलवे प्रशासन को लिखा है। पिछले साल रेलवे पर अपने भाषण में मैंने इस बात का जिक्र किया था और मिनिस्टर साहब से भी मिला था। उस के बाद उन्होंने वायदा किया था कि वहाँ पर दूसरा प्लेटफार्म बनाया जायेगा। रेलवे के जेनेरल-मैनेजर वहाँ आये थे और उन्होंने वहाँ की सिचुएशन को देखते हुए कहा था कि नांदेड़ में दूसरा प्लेट-

फार्म बनाया जायेगा। मैं निवेदन करना चाहता हूँ कि नांदेड़ एक बहुत बड़ा शहर है। वहाँ जिस तरह कालेज हैं, उस तरह एक सड़क और एक दूसरा प्लेटफार्म बनाया जाये।

मैं यह भी प्रार्थना करना चाहता हूँ कि पूर्ण से भादिसाबाद तक जो ट्रेन आती है, उस को चन्द्रपुर तक चलाया जाये। नांदेड़ मराठवाड़ा का एक पिछड़ा हुआ क्षेत्र है। चूंकि यह ट्रेन वाया नांदेड़ जाती है, इसलिए उस ट्रेन से मराठवाड़ा के उस एरिया को कोयला और लोहा पहुँचाया जा सकेगा। वहाँ पर कई कारखाने शुरू किये जा रहे हैं, लेकिन उन के लिए कोयला और दूसरी सुविधायें उपलब्ध नहीं हैं। इस ट्रेन को चन्द्रपुर तक चलाने से मराठवाड़ा के उस हिस्से को डेवलप करने में सहायता मिलेगी। जब श्री पाई रेल मंत्री थे, तो मैं ने उन से यह मामला पर्सनली डिसकस किया था। उन्होंने कहा था कि अगर मराठवाड़ा एरिया को डेवलप करना है, तो इस रेलवे को टाप प्रायटी दी जानी चाहिए। मेरा निवेदन है कि मंत्री महोदय इस तरह ध्यान दें।

लातूर और मिर्ज के हिस्से को कनवर्शन के लिए लिया गया है। मराठवाड़ा का एक एम० पी० होने के नाते मैं प्रार्थना करूंगा कि अगर उस्मानाबाद के डिस्ट्रिक्ट को उस से मिला दिया जाय—यह केवल छः मील का सकाल है—तो एक डिस्ट्रिक्ट प्लेस उस से मिल सकता है।

मन्माड में सभी लोगों को गाड़ियाँ बदलनी पड़ती हैं। किन्तु मन्माड तक जाने के बाद मीटरगेज लाइन पर किसी किस्म की सुविधा नहीं है। वहाँ पर न बेटिंग रूम है, नै लैट्रिन हैं और न अन्य कोई सुविधायें हैं। पच्चीस साल पहले इंडिपेंडेंस मिलने के बाद से और 1956 में मराठवाड़ा के महाराष्ट्र में मिलने के बाद से हम यह डिमांड करते आये हैं। लेकिन मालूम नहीं

मराठवाड़ा के साथ ऐसा व्यवहार क्यों हो रहा है। अगर हमारी यह डिमांड पूरी नहीं की जाती है, तो मैं प्रार्थना करूंगा कि मन्माड को साउथ सेंट्रल जोन से निकाल कर सेंट्रल जोन में भिजा दिया जाये। हब साउथ सेंट्रल जोन के हैडक्वार्टर, मिकन्दराबाद, तक जाते हैं, लेकिन हमारी बात पर कोई ध्यान नहीं दिया जाता है।

हब देखते हैं कि जो ट्रेन्ज मराठवाड़ा में से गुजरती हैं, उन के टी०टी०आई० और दूसरा स्टाफ मराठी-स्पीकिंग न हो कर तेलुगु स्पीकिंग होता है। इस कारण मराठी-भाषी लोगों को बहुत असुविधा होती है। इस लिए यह आवश्यक है कि मराठी-भाषी लोगों को उन ट्रेन्ज में रखा जाये।

इस पूरी लाइन पर रेजने स्टेशनों पर कहीं भी लाइट या पानी की व्यवस्था नहीं है। अन्य स्टेशनों पर जो सुविधाएँ होती हैं, वे इस क्षेत्र में दिखाई नहीं देती हैं। अहमदाबाद की लाइन पर तो गेट भी नहीं है, पैसेंजर्स की अन्य सुविधाओं का तो सकाल ही नहीं है। मंत्री महोदय को इस तरफ ध्यान देना चाहिए।

जब श्री लाल बहादुर शास्त्री रेलवे मंत्री थे, तो उन्होंने उस क्षेत्र का दौरा किया था। उस लाइन पर करखली और उमरी के बीच में बहुत सन्ना गैप है। इस लिए उन के बीच में कलौरा पर एक रेलवे स्टेशन बनाने की मांग की जाती रही है, लेकिन अभी तक वह मांग पूरी नहीं हुई है। नादेड़ एक बड़ा बिजिनेस सेंटर है, लेकिन फिर भी वहाँ कोई सुविधाएँ नहीं हैं। अन्त में मैं कहना चाहता हूँ कि जनता की भावना को ध्यान में रखते हुए कम से कम मन्माड से मुदखेड़ तक मीटरगैज लाइन का कनवर्शन किया जाना चाहिए।

मैं आप को धन्यवाद देता हूँ।

SHRI HMDRAJIT GUPTA (Alipore):
Mr. Speaker, Sir, I would like to take this opportunity of drawing the Minister's attention to some urgent matters. Sir, under this supplementary demand No. 4, I find that they are asking for an additional expenditure, among other things, for the cost of police reimbursed to the State Governments. Now, I would just like to draw your attention and the attention of the House to the kind of police actions which have recently been taking place on the railways at the instance of the railway authorities. Surely this assistance which the police gives them is not meant for harassing the employees or for coersing or intimidating the union workers. That is not the purpose for which they should be used

The Minister is well aware of the a fact-I cannot go into the details of it because the matter is now *sub judice*—that there was a firing which took place on the 26th of last month at a station called Hingir in the Bilaspur division of the Southeastern Railway as a result of which two workers were shot dead and another worker was so seriously injured that in the hospital he had to have his left hand amputated, apart from injuries to several other workers. The matter is *sub judice* because a judicial enquiry has been ordered. The only point I would like to make at this stage is that they have ordered that the enquiry should be entrusted to the additional district magistrate of Sundergarh in Orissa State.

The additional district magistrate of Sundergarh has been entrusted with the judicial enquiry. Now, I would urge strongly upon the Government to see to use their good offices with the Government of Orissa which is under President's rule and so they can easily act in this matter. If the additional district magistrate of a district is supposed to carry out a judicial enquiry into such as serious matter, it will not carry the confidence of anybody. I am receiving so many telegrams every day, from the railway workers involved, saying that at least somebody of the status of a high court judge or a retired high court judge

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should be appointed and be entrusted with this task.

It must be remembered—although I cannot go into the details—that the firing took place in the presence of the General Manager of the Southeastern Railway and other high officials who were accompanying him. Therefore, the enquiry should also be of a serious nature and it should be done by a person of the status of a high court judge, and should not be shunted on to a magistrate. This is my first point.

Secondly, within a few days of the firing incident, at a place called Muri which is near Ranchi on the Southeastern Railway again there was an intervention by the police called perhaps by the railway authorities, and there were summary arrests. Mr. N.C. Roy Chowdhury, general secretary of the Southeastern Railway workers' union, which is recognised by the administration, the assistant general secretary, Mr. Weston, Mr. BHAGWAN THARUR President of the Ranchi Branch of the union, and seven or eight others were summarily arrested. They were taken to Ranchi; they were paraded on the streets of Ranchi, with handcuffs on and with ropes tied round their waists, and they were taken to the lock-up. I want to know what action has been taken in this matter. I have repeatedly written to the Railway Minister that he should see that they are released forthwith and then action against them is withdrawn. Otherwise, there was every possibility of the trains being dislocated again. Now it seems that there is increasingly a policy being adopted, of repression, of intimidation and provocation. As a matter of fact, after the firing at Himgir—this was a provocation—as soon as the news spread,—Mr. Qureshi knows—the workmen of the whole of Bilaspur division resorted to a strike immediately in protest against the killing of their comrades, and the Bombay-Howrah line was dislocated for well over 24 hours; all express trains, mail trains everything was at a standstill. So, I request the Minister to tell us what they are proposing to do. Are they changing their policy?

Do they want that a particular union, even though it is recognised, simply because it happens to be a staunch defender of the workers' interests and rights, because it fights against every injustice and against every grievance, therefore, some people, whether it is the management there or the police or the local authority in those States—they should see to it—that this union is broken and is suppressed?

I want to give him a friendly warning as President of that union that no amount of this kind of provocation, firing or repression is going to break that union and if this kind of policy is continued the workers will react to it and reply to it in the way in which they can. We do not want that; we do not want that the working of the trains should be dislocated like this but there seems to be no other way out for them if this policy is continued.

I had urged the Minister that pending the enquiry into the firing incident, the officer commanding of the detachment of the GRP which had opened fire should be suspended. I was told by the Minister that this could not be done because if that officer was suspended pending the enquiry and if ultimately it is proved that he was in the right, he would be demoralised and other officers would get demoralised. May I point out that only the other day, when a judicial enquiry was ordered into the scandal of the Air India when three unauthorised persons boarded a plane from Bombay without proper documents or tickets, there was big commotion in both Houses of Parliament and 15 persons including some officers were suspended pending the enquiry. There seems to be double standards. I still demand, firstly the enquiry must be entrusted to a proper judicial person and secondly, in the interest of that enquiry the officer concerned should be suspended.

Demand No. 7 asks for an increase of Rs. 435.27 lakhs on account of increase in the price of coal. In the past every now and then the coal mine owners used to demand on various grounds that the price of coal which

they sold to the Railways must be put up and after some higgling and bargaining some compromise used to be struck and an increase used to be sanctioned, though perhaps not to the extent the mine-owners had demanded. For the first three months of 1971-72 they are asking for an increased allotment of Rs. 4.35 crores and this is apparently a major item of their operational expenses. Now that all the coalmines have been taken over, will the Railway Ministry and the Steel and Mines Ministry come to some arrangement whereby the old practice is given up and every few months the price of coal is not hiked up? The mine-owners used to blackmail: if you do not pay, we shall not be able to supply coal. That excuse will not hold good in future, now the entire mining sector is in the nationalised sector. I want to know whether they have already initiated any action or had any discussion with the Ministry of Mines to see to it that at least in future the Railways may be able to get some relief on this item.

Demand No. 9 relates to increased amounts in respect of compensation for passengers injured in railway accidents. Compensation has of course to be paid. But has the Ministry gone in sufficient depth into the causes of these accidents? For example I find today that the Commissioner of Railway Safety who has recently submitted his report has got very harsh criticism to make of the callous attitude towards the earlier recommendations on certain safety devices.

The report of the Commissioner has been submitted only a few days ago and I am sure the Minister is familiar with it. He had pointed out certain devices which have to be installed in the Locomotives to keep the vigilance of the driver at the proper pitch and also speedometers to check the speed and so on. He has commented in his report that generally speaking these safety devices are not being properly utilised and in many cases, they are not being utilised at all.

Then, Sir, there is also a question of the strain on the loco running staff. Mr. Qireshi knows very well that the question of working

hours of the loco running staff is a very old problem and is a cause of agitation. This has led to agitations in the past and only a year ago the firemen of the South Central Railway fought a prolonged strike on this issue.

Then, Sir, there was some talk, some enquiry, in the matter so that adequate rest time is given to these loco running staff like firemen, drivers and so on, on whom there is a very great strain. Even now I find that this matter has not been satisfactorily settled. Only in Delhi last week I found that the loco-running staff were very much agitated over the fact that a circular issued by the Railway Board earlier regarding the minimum rest time which must be allowed to these drivers and firemen was not being implemented in many places. Here, in the Northern Railway, they complained that it was not being implemented. They were being made to work much longer hours than the hours prescribed.

Therefore, I would like to say that when they ask for sanction of this grant on account of higher compensation to be paid to passengers injured in accidents, we are also entitled to ask whether all the factors which are contributory to accidents are being properly gone into and properly looked into and taken care of by the Railway Administration itself. What about the loco running staff's rest time and what about the question of safety devices?

The Chief Commissioner of Railway Safety himself made certain caustic comments regarding the callous and indifferent attitude towards these things. On the one hand these things go on and because of them, certain accidents take place and then compensation has to be paid. Then they come to parliament and ask for sanction of a higher amount. We have very right to demand an explanation from the Ministry about these matters.

Then there are three more points which I would briefly make. Firstly, presentation had been made to the Ministry asking them review a larger number of cases of dia-

[Shri Inerjit Gupta]

dismissals of permanent railwaymen which has taken place more than 25 years ago. In the period from 1948-49 to date, a large number of permanent railwaymen including many who were active workers and office-bearers of the respective unions on different zones were dismissed from service—some under the National Security of Service (Safeguarding) Rules and some under Art. 311(2) by the President's powers and so on. At that time various types of charges were brought against them or they were removed from service without any charge at all.

In view of the passage of about 25 years, we had appealed to the Railway Ministry to please make a comprehensive review of all these cases and try to see whether these people can be taken back to work. The conditions which existed at that time and the circumstances in which the country was at that time—1948-49—do not obtain now and the way in which the people were facing certain actions at that time do not exist now. We were told that some of these cases would be taken up for an individual review. But certain categories like those who are removed under Art. 311(2) cannot be considered at all.

I would once again appeal to the Railway Ministry not to take too technical and constitutional a view of these matters. If they want the cooperation of the railwaymen in running the railways and of the old leaders—Union leaders—and active workers of various zones, their cases should be sympathetically considered and they should be out put back on duty.

Then, Sir, there is the case of the Martin Burn Light Railway staff. At the time when this railway was closed down by Martin Burn & Co., the staff was given an assurance in writing by the then Minister that they would be absorbed in the Eastern and South-Eastern Railways. Now, it has been brought to my notice that at least all the clerical staff numbering perhaps 80 or 90 or something like that have been absorbed, it is true, but not on the eastern and south-eastern railways. They have been

dispersed all over the country in different zones—some on the Western Railway some in the Northern Railway and so on.

13-35 hrs.

[MR. DEPUTY SPEAKER
in the Chair]

Sir, these people who are working on the Martin Burn Light Railway are all local people hailing from that area and it will be very difficult for them to be very suddenly shifted bag and baggage to remote parts of the country. Their family problems are there; the educational problems of their children and so on and so forth are there.

That is why at that time they specifically represented that they should be absorbed either on the Eastern or South Eastern Railway, so that they would be nearby to West Bengal and Calcutta. I can show the minister later a copy of the written notes which were given to them in the form of an assurance by the then Railway Minister that this would be done. But it has not been honoured. I would urge on the minister to see that these people are brought back from the different zones where they been sent. Their number is not large and in terms of the assurance given to them earlier, they should be absorbed in the Eastern and South Eastern Railway.

Finally, I must add my voice to the general dissatisfaction that has been felt by members on both sides of the House regarding the imposition of higher fares for third class passengers. Of course, the minister has been at great pains during the budget speech and his reply to the discussion to try to point out that the incidence is not going to be high, that even on the longest journey, the increase will not be more than 2 or 3 rupees etc. That is not the point. Enough burdens are there on the common man and more burdens are being imposed on him. Certainly the additional revenues they seek to raise by this is not much and there are many other ways to realise it by practising economy etc. rather than increasing this burden on the ordinary travelling public. Therefore, I opposed it.

SHRI ARJUN SETHI (Bhadrak)

Sir, while supporting the supplementary demands, I would like to point out some of the inconsistencies in the budget speech of the minister.....

MR. DEPUTY-SPEAKER : We are discussing the supplementary demands. If you want to refer to his budget speech, the next item is there. When we discuss the Railway Demands for the next year, that would be the appropriate time.

SHRI ARJUN SETHI : The Minister has indicated that the survey of railway link between Banspani and Jhakupura would be taken up during 1973-74. He has also further mentioned that the new railway would be considered only if the annual traffic is at least of the order of 3 million tonnes.

MR. DEPUTY-SPEAKER : The next item on the agenda is Discussion on the Demands for Grants in respect of Railway for 1973-74. You should speak on the next item. These are only supplementary demands and you should confine yourself only to those items mentioned in the supplementary demands.

SHRI ARJUN SETHI : Will I get a chance at that time?

MR. DEPUTY-SPEAKER : At that time you will get a chance.

Mr. Laxminarain Pandeya.

डा० लक्ष्मीनारायण पांडेय (मदसौर) : उपाध्यक्ष महोदय. इन पूरक मांगों के संबंध में मैं विशेषकर मांग संख्या 1, 4, 5, 10 तथा 14 के सम्बन्ध में कुछ बातें रखना चाहता हूँ। प्रायः यह परिपाटी हो गई है कि सामान्य बजट पास हो जाने के बाद भी मंत्री महोदय को कुछ पूरक मांगों लेकर सदन में उपस्थित होना पड़ता है किन्तु यह कोई अच्छी परम्परा नहीं है। यदि हम इन पूरक मांगों में दी गई टिप्पणियों को देखें तो पता लगता है कि सारा खर्चा जो पूरक मांगों के रूप में मांगा गया है, यदि हम थोड़ी दूरदर्शिता से

काम करें तो शायद इन के मांगवे की आवश्यकता ही न पड़ती। जैसे मांग सं० 1 में रेलवे बोर्ड के सम्बन्ध में यह व्यय बताया गया है। रेलवे बोर्ड का जिस प्रकार का कार्यकलाप रहा है, मैं उसे दोहराना नहीं चाहता हूँ। इस में कहा गया है टेलीफोन का आक्रिस्मक व्यय, कारों का आक्रिस्मक व्यय, पैट्रोल के प्राप्ति में वृद्धि ये इस प्रकार के व्यय हैं जिन का प्राप पूर्व अनुमान लगा सकते हैं। पैट्रोल का खर्च तब बढ़ता है जब बजट से वृद्धि होती है। किन्तु बीच में प्रायः कैसे बढ़े यह समझ में नहीं आता। इस प्रकार के खर्चों को बचाया जा सकता है। हथ रेलवे बोर्ड से यह अपेक्षा करते हैं कि वह कुछ अच्छा काम करे, प्रसासन में इच्छता लयें, लेकिन ऐसा होता नहीं है और जब इस प्रकार के खर्चों की भाँगे हमारे सामने आती हैं तो हमें कहना पड़ता है कि यह खर्च ठीक नहीं है। इसके लिए रेलवे बोर्ड की अपनी हालत को सुधारना चाहिए : अगर वह कुछ बातें अपने महाँ ठीक कर सके तो मैं समझता हूँ कि इस प्रकार के खर्च नहीं करने पड़ेंगे।

दूसरे इसमें कुछ मरम्मत के बारे में और कुछ अनुरक्षण के बारे में मांग की गई है जिसमें मुल्की नियमों का हवाला दिया गया है, आंध्र के बारे में और राजस्थान में बाढ़ों का हवाला दिया गया है। लेकिन जो रेलवे का कार्यकलाप रहा है, पिछले दिनों बाढ़ों से हानि तो थोड़ी ही हुई लेकिन महीनों तक रेलवे लाइन बन्द रखी गई जिससे यात्रियों को बहुत नुकसान उठाना पड़ा। कई बार मंत्री महोदय की नोटिस में यह बात लाई गई है कि पश्चिम रेलवे के ट्रैक पर बार बार बाढ़ के कारण काफी समय तक रेलवे चलती नहीं है जिससे यात्रियों को नुकसान होता है रेलवे को भी हानि होती ही है। इसलिए इसके बारे में कोई परमानन्त सल्यूशन निकाला जाना चाहिए। आप कभी नर्मदा की बाढ़ की बात, कभी तापती की

[डा० लक्ष्मीनारायण पांडेय]

बाद की बात और कभी दूसरी नदियों की बाद की बात करेंगे इसलिए इसके लिए कोई परमानेंट सल्यूशन होना चाहिए। यदि पुलों को रेंज करन की बात हो या रेलवे लाइन को रेंज करन की बात हो तो उसको आप करें ताकि हमेशा के लिए उसका कोई सल्यूशन निकाल सकें वरना हमेशा सालों साल में बाढ़ें आती हैं और उसके बाद करोड़ों रुपए की मांग लेकर आपको इस सदन के समझ भाना पड़ता है। यदि मंत्री महोदय इसपर विचार करेंगे तो इसको दूर करने के लिए कोई परमानेंट सल्यूशन निकाला जा सकता है और हमारे यहां राजस्थान, गुजरात या मध्य प्रदेश के किसी भाग में यदि बाढ़ों से हानि होती है तो उससे बचा जा सकता है।

इसी प्रकार क्रमांक सं० 10 में जो आपने मांग रखी है कर्मचारियों के कल्याण के लिए उसके संबंध में भी मैं कुछ कहना चाहूंगा। कर्मचारियों के कल्याण के प्रति हमारे रेलवे प्रशासन का जो स्वरूप है वह ठीक नहीं है। यहां पर कई बार बात चीत हुई है कि डीजल शोड्स में काम करने वाले जो कर्मचारी हैं उनकी मुख सुविधा का कोई ध्यान नहीं रखा जाता है कि किस प्रकार की सुविधायें उनको मिलनी चाहिए या किस प्रकार से उनके लिए कैनटीन होनी चाहिए उसकी तरफ कोई ध्यान नहीं दया जाता है। मैं पार्टीकुलरली पश्चिम रेलवे के रतलाम डिवीजन में डीजल शड की बात करना चाहता हूं। वहां के कर्मचारियों न कई बार लिखकर दिया कि हमारे डीजल शड में किसी प्रकार की सुविधा नहीं है, इसमें सुधार होना चाहिए, उन्होंने अनशन भी किया, हड़ताल भी की लेकिन आज भी वहां पर वही दशा है। आप यहां पर कर्मचारियों के कल्याण के लिए मांग लेकर आते हैं कि हमें करोड़ों रुपए दे दिए जायें लेकिन यह बात तब ठीक हो सकती है जबकि आप उस तरह की सुविधायें प्रदान करें। इसमें आपने

पार्टीकुलरली कैनटीन और अन्य सुविधाओं पर खर्च करने के लिए मांग रखी है लेकिन हम देखते हैं कि नीमच शोड के साथ साथ रतलाम और दूसरे शोड्स में कोई भी सुविधा नहीं दी गई है। वहां पर कर्मचारियों की कौन कौन सी मांगें, भी, किन-किन की आपने पूति है और किन-किन की पूति नहीं की है इसका कोई पता नहीं है ?

इसके साथ साथ आपने चिकित्सा और शिक्षा संबंधी सुविधाओं के लिए मांग रखी है। आपन कर्मचारियों के बच्चों के लिए शिक्षा और चिकित्सा संबंधी सुविधायें दन की बात तो कही है लेकिन मैंने यहां पर एक उदाहरण दिया था कि प्रोमिटेड स्टेशन मास्टर्स और स्टेशन मास्टर्स के रहने के लिए आवास की कोई व्यवस्था नहीं है। दूसरी तरफ आप उनके कल्याण की बात कर रहे हैं। भले ही आप इस बात के लिए पूरक मांगें लेकर यहां पर आये हैं लेकिन आपकी यह मांग जायज नहीं कही जा सकती है। कर्मचारियों के कल्याण की बात केवल कागज में लिखी जाय यह ठीक नहीं है।

आपने क्रमांक 14 में ब्रिजलीकरण के बारे में रखी है। जहां तक रेल लाइनों के विद्युतीकरण का सम्बन्ध है, वह कार्य बहुत तेज गति से हो ताकि खर्च कम हो गति बढ़े और सभी को लाभ मिले लेकिन एक बात है कि बम्बई से बड़ौदा तक चलने वाली जो रेलवे लाइन है जिसका ब्रिजलीकरण किया जा रहा है, मेरी समझ में नहीं आता कि कारणों से जब कि ब्रिजली की लाइन के खम्भे लगाये जा चुके थे और वायरिंग का काम शुरू होने वाला था कुछ भाग के बारे में यह कहा गया कि लाइन नीची है और उसको दो फीट और रेंज करना पड़ेगा। अब बहुत से खम्भे फिर से निकाल कर दो दो फिट और जोड़े जायेंगे, फिर लगाये जायेंगे जिसपर करोड़ों रुपए का खर्चा आ सकता है। मैं जानना चाहूंगा कि किस की गलती से यह हुआ है ? क्या दो फिट यह खम्भे अचानक बैठ गए या

क्या कारण था जिसकी वजह से बाम्बे बड़ीदा के बीच में कुछ भाग पर लाइन के बैठ जाने की वजह से सन् खम्बे फिर से निकाले जायेंगे और दो फीट जोड़ कर फिर से लगाये जायेंगे ? बिजलीकरण का काम कोई साधारण काम नहीं है। मैं मन्त्री जी से निबन्धन करना चाहूंगा कि इन सारी बातों की जांच होनी चाहिए कि किस प्रकार से यह सब हुआ और कैसे यह ब्रुटि हुई।

आपने अनुबन्ध में पुराने और नये निर्माण कार्यों के बारे में कहा है, उसका लाभ लेकर मैं कुछ मुझाव भी देना चाहूंगा। डपमें आपने कुछ पुरानी लाइनों की बात और कुछ नयी लाइनों की बात कही है। पुरानी लाइनें जो चल रही हैं उनके प्रोसेस को गति देने की आवश्यकता है। गुना-मक्सी लाइन काफी समय से चल रही है लेकिन पूरी नहीं हो पा रही है। उस पर काफी आवागमन हो सकता है और यात्रियों को काफी सुविधा पहुंच सकती है। कोयले को ले जाने के लिए सुविधा हो सकती है। कोयला ले जाने के लिए जो ट्रक मिलता है मध्य प्रदेश से निकल कर उसने काफी सहूलियत हो सकती है लेकिन मन्त्री महोदय ने मैं समझता हूं उस पर कोई तबज्जह नहीं दी है।

इसके साथ ही आगरे से उज्जैन तक की जो नैरोगेज लाइन है उसको ब्राडगेज लाइन करने के लिए और ग्वालियर-भिण्ड की नैरोगेज के बारे में भी ध्यान नहीं दिया गया है। इसके साथ ही मुझे मन्त्री जी का ध्यान इस और दिलाना है कि ताज एक्स्प्रेस यहां से चलकर आगरे में पड़ी रहती है, यदि उसको ग्वालियर तक एक्स्टेंड कर दिया जाये तो उसका उपयोग भी होगा और उतने समय में ही वह ग्वालियर से लौट भी आयेगी। यात्रियों को भी इससे बड़ी सुविधा मिलेगी।
(व्यवधान)

अब मैं पहली और चौथी डिमाण्ड की तरफ पुनः आकर कहना चाहता हूं कि

प्रशासन में दक्षता आये। जो छोटी लाइन है अजमेर-खण्डवा लाइन उनपर चलने वाली गाड़ियों की स्पीड बढ़ाई जा सकती है जिससे काफी यात्री चल सकते हैं अन्यथा वे बस के द्वारा यात्रा करते हैं और रेलवे लाभ से वंचित रहती है। इस मार्ग पर एक मेल ट्रेन चलाना जरूरी है। साथ साथ आप टाइम में पक्क-अलिटी लाइये तभी इस पूरक मार्गों द्वारा मांगी गई राशि कुछ सार्थक हो सकती है वरना यहां पर जो रेलवे बोर्ड के अधिकारी बैठ हुए हैं उनको और ज्यादा से ज्यादा फिजूल खर्ची करने के लिए स्वतन्त्रता देना मात्र होगा। मुझ आशा है रेलवे अधिक ज्ञानोपयोगी हो सके इस बारे में आप टोस कार्यवाही करेंगे।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : Mr. Deputy-Speaker, Sir, I would be very brief as the points touched by the hon. Members have already been replied to by the Minister while replying to the Railway Budget debate.

The hon. Member, Shri Bhattacharyya raised certain points about the functioning of the Railway Board. What I have been able to gather from the expressions which were given vent to by the hon. Members in this House is that there is nothing individually against the Members of the Railway Board but it is the desire of every hon. Member here that the functioning of the Railway Board should be improved. It has been always and it will continue to be the endeavour of the Ministry to see that there is a proper functioning at a high level.

With regard to the same point, I would say, these are the people who have been brought up in the Railways; they have grown in the Railways and they are the technocrats who know their job very well. But that does not absolve the Ministry of its responsibility of vigilance and watch over the functioning of the Railway Board. That has been made clear by the Minister in his speech that in the execution of certain jobs which are given to the Railway Board, it is for the Ministry to see that the policies of

[Shri Md. Shafi Quareshi]
the Government are carried out by the Railway Board. There can be no two opinions about it that it is the Ministry which is ultimately responsible to this Parliament and this august House. It will be our endeavour to see that the Railway Board's functioning is made more workable and they are made responsible for the job which are assigned to them. I would request the hon. Members here that they should by more considerate to the Members of the Railway Board. I am sure, if they come in close contact with these people, they will find that they are good people. Unfortunately, it is because they are keeping some distance from them that they do not come to know them.

SHRI DINEN BHATTACHARYYA (Serampore) : No question of those people being good or bad. The whole Railway Board should go. It is a useless Board.

SHRI MOHD. SHAFI QURESHI : Another important point that Shri Bhattacharyya raised is that we should try to improve our traction so far as the railways are concerned. There can be not two opinions about it that diesel traction is more efficient as compared to steam traction and electric traction is even more efficient than the diesel one. It has been our effort to see that, gradually, on high-density lines diesel and electric traction trains are introduced. We have made some efforts in this direction which have borne very good results. The total electrified traction in terms of kilometres on the Indian railways is expected to increase from 3952 Km. as on 31st March, 1972 to 4365 Km. by the end of the Fourth Plan. So, every effort will be made to see that, in high-density traffic areas better traction is utilised, either diesel or electric, depending upon the availability of electricity. As I have already pointed out in my speech in the other House, the Railways have felt this difficulty that we are not able to get electricity in various States. This is because of shortage of electricity in the country. It is keeping that factor in view

that the Railways are now contemplating to have their own generating sets which would go to the common pool and as and when we require we will use, and if some surplus is left, that can be utilised by the States concerned.

The other points are of general type which will be replied by the Minister when he replies to the debate.

Mr. Indrajit Gupta has raised a point about Martin Burn Railway employees. As has been stated earlier also in reply to various questions, all those people who were working on these Railways would be absorbed in the Indian Railways. It has been our policy that all those people who have been retrenched from these Railways will be re-employed on the Indian Railways, but the only difficulty has been that the unions concerned are not permitting us to absorb these people on the various Railways. We have given option to these employees we have asked them as to where they would like to be absorbed, and we have tried to accommodate them, as far as possible, close to the places where they would have normally liked to stay. If the unions agree, we will have no hesitation to do that. We have been persistently requesting the unions to jock to the difficulties of these people but I am very sorry to say that the union, are insensitive to the difficulties of these employees. Even then.....

SHRI S. M. BANERJEE (KANPUR) : When they were retrenched from service there was a screening committee, and even those people who have been screened have not been taken.

SHRI MOHD. SHAFI QURESHI : I am giving an assurance in this House that all those people who have been screened will be absorbed in the Indian Railways. They have not been absorbed in the places where they would have normally liked to stay because of the difficulties created by the unions.....(Interruption)

SHRI DINEN BHATTACHARYYA : Fifty are still left out. They have not yet been absorbed.

SHRI MOHD. SHAFI QURESHI :
As I have stated, there have been prolonged discussions between the leaders of various unions and the railway staff. We are still trying to persuade those people to allow them to be absorbed on the various Railways.

Shri Inderjit Gupta has also raised a point about coordination....

SHRI DINEN BHATTACHARYYA :
What do you say regarding the employees of Martin Burn Railways who are still not absorbed ? There are 50 of them, so far as I know.

SHRI MOHD. SHAFI QURESHI :
I have already stated that all those people who lost their jobs because of the closure of this particular Railway will be absorbed in the Indian Railways. Most of them have been absorbed. The others also could have been absorbed in various Railways but for the difficulties created by the unions. I have repeated this over and over a gain.

Another important point that Shri Indrajit Gupta raised was about the coordination between the Ministry of Railways and the Ministry of Steel and Mines. After the complete nationalisation of coal mines, there have been negotiations—and even before, between the Railway authorities and the coalmine owners. We will see that there is effective functioning so far as movement of coal is concerned. I am informed that even today meetings have been taking place between the Member (Mechanical), Member (Transportation) and the Financial Commissioner of Railway Board and the Custodian General of coalmines. I can assure the House that Railways have always been giving full cooperation to other departments. Now that it has been completely nationalised, it becomes our national duty to see that there is absolutely full and close coordination between the Railway administration and the mining administration.

Another point which was raised was about the expenditure on police and the incident at Himgiri which was dealt with in detail

in this very House. I would like to make one point clear. Policing of the railways is entirely the responsibility of the State Government because law and order falls within the purview of the State Government. The Railway Protection Force is meant to protect the railway property. Our difficulty is that as the law stands to-day, the Railway Protection Force is not in a position to take cognizance of certain cases because these fall within the purview of law and order of a particular State. But even then we have been at the highest level trying to evolve a system by which we can co-ordinate the efforts of the State Police and the Railway Police for effective functioning of the police forces, and to check up the pilferages and thefts and ticketless travel and see that the railway property, passengers and their lives are properly protected.

SHRI VASANT SATHE (Akola) :
Why were they not able to protect the railway property in Andhra if they are meant to protect the railway property ? What is the reason ? Crores of rupees worth of railway property was destroyed ?

SHRI MOHD. SHAFI QURESHI :
I will come to that.

With regard to the incident at Himgiri there, firing, had to be resorted to, as I had stated earlier in reply to a call attention only after all other methods of persuasion and even physical force failed. The Officer commanding of the Government Railway Police is an official of the State Government. It is for the State Government to take any action which they deem fit against this particular police officer. The State Government, has already ordered a magisterial inquiry into this incident. So, it will not be proper for me to say anything which may prejudice certain issues which may be gone into by the magisterial inquiry.

SHRI S. M. BANERJEE : Mr. N. C. Roy Choudhury, General Secretary of the South-Eastern Railwaymen's Union was arrested, he was hand-cuffed and a rope was tied around his waist and he was taken into police custody. He was not a criminal.

[Shri S. M. Banerjee]

Sir, the other day, immediately after the firing incident, the Railway Minister was kind enough to convene a meeting which Mr. Indrajit Gupta attended and where the Member (Transportation) and other Railway Board officials were also present and I was happy that immediately after that a decision was announced. Immediately after that meeting, Mr. Roy Choudhury was arrested and hand-cuffed. This is something extraordinary.

SHRI MOHD. SHAFI QURESHI :

Mr. Banerjee would appreciate our difficulties. The Railway Protection Force as such has no powers to prosecute any person. It will be the State Police which is to take cognizance of any offence committed within the railway premises or outside. All this is done by the State Police. Whether these people working on the railways were threatened, he will certainly inquire into it. So, there is no question of intimidating or threatening or coercing anybody, more so our own employees, because I have been time and again stating that the whole railway organization will be considered as one family and it will be our duty to see that the employees, wherever they are, are not harassed unnecessarily by our police or by the State Police.

The policy with regard to the unions, as it stands to-day, is that the railways have recognised two unions and it is the endeavour of the unions to see that if we can persuade various unions to form one single union, that is the aim. It is for the labour leaders and more especially, eminent people like Mr. Banerjee and others, to persuade these unions that they should form a single union.

With regard to the other unions which have been formed in the railways, our policy is that there can be no direct talks with these unions. But any complaints forwarded by these unions will be positively looked into because everybody who is serving in the railways has a right to bring to the notice of the railway authorities any grievance he may have or any complaint which he feels

needs redress at the hands of the railway authorities and we will certainly look into it. But so far as negotiations are concerned, it may be done only with the recognised. Labour unions and unfortunately or fortunately, there are only two unions in the railways with whom we are carrying on negotiations, but that in no way bars other people to bring to the notice of the railways any complaints or any grievance or any suggestions for the improvement of the functioning of the Indian railways.

Regarding extension of certain lines or construction of new lines this is a continuous operation of the Indian Railways. As I have already stated, extension of railway lines would be possible when there are terminal facilities. If the traffic demand grows up the question of new lines are taken up. If we find that terminal facilities are there and good traffic goes up, these are always things which are considered by the Railways and appropriate action is taken. I can assure the hon. Members that as and when the traffic demand warrants these things and the situation is such that we have to extend some lines or to introduce some new lines, the Railways, will not hesitate to do such a thing. With these words I close. Thank you.

14 hrs.

डा० लक्ष्मीनारायण पांडेय : रतलाम के डीजल श्रेड के कर्मचारियों की अपनी मांगों के लिए हड़ताल करनी पड़ी और अनशन भी करना पड़ा। आज भी उन की मांगें मंजूर नहीं हुई हैं, इस बारे में मन्त्री महोदय ने कोई जवाब नहीं दिया। उसे गम्भीरता से कीजिए और कोई अच्छा हल निकालिये।

SHRI MOHD. SHAFI QURESHI : I shall look into it.

MR. DEPUTY SPEAKER : He will consider all that. Now the question is :

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the

245 Appropriation PHALGUNA 29, 1894 (SAKA) Appropriation 246
(Railways) Bill, 1978 (Railways) Bill, 1973

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 following demands entered in the second column thereof :

Demand Nos. 1, 4 to 10, 12 and 15 to 17. "

The motion was adopted.

14.02 hrs.

APPROPRIATION (RAILWAYS)

BILL, 1973

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :

On behalf of Shri L. N. Mishra, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the 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 further 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 MOHD. SHAFI QURESHI
Sir, I introduce *the Bill.

SHRI MOHD. SHAFI QURESHI
Sir, I beg to move : ‡

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1972-73 for

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‡Introduced. Moved with the recommendation of the President.

the purposes of railways, be taken into consideration."

SHRI S. M. BANERJEE : Sir, I want only 2 minutes....

MR. DEPUTY SPEAKER : Please confine yourself the procedure; you know the procedure very well.

SHRI S. M. BANERJEE : He may or may not reply to points. But still I would like to urge upon him about one thing. This is about the demand of the Railway employees for the payment of bonus.

MR. DEPUTY SPEAKER : There is the next item. Are you not speaking on the next item ? He cannot give the reply in Supplementary Demands.

SHRI S. M. BANERJEE : I just want an assurance....

MR. DEPUTY SPEAKER : At the wrong moment....

SHRI S. M. BANERJEE : Sir, let him say he will respect the assurance given by his Minister and that he will keep an open mind. That is all the assurance I want....

MR. DEPUTY SPEAKER : You may say something when we take up the next item. This is not the appropriate time.

Now, the question is :

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

The motion was adopted.

MR. DEPUTY-SPEAKER : We shall now take up clause-by-clause consideration.

The question is :

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

The motion was adopted.