

SHRI PARIMAL GHOSH: I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

16.17 hrs.

DEMAND* FOR EXCESS GRANT
(RAILWAYS), 1966-67

MR. DEPUTY-SPEAKER: We will now take up the Demand for Excess Grant (Railways).

DEMAND No. 2—MISCELLANEOUS
EXPENDITURE

MR. DEPUTY-SPEAKER: Motion moved:

"That an excess sum not exceeding Rs. 7,68,074 be granted to the President to make good the amount spent during the year ended 31st March, 1967 in respect of Demand No. 2—Miscellaneous Expenditure."

SHRI LOBO PRABHU: (Udipi): I am moving my cut motion, No. 1. I beg to move:

"That the demand for an excess grant of a sum of Rs. 7,68,074 in respect of Miscellaneous expenditure be reduced by Rs. 100.

[To deprecate the repetition of delay in promptly obtaining figures on the debit due to the Central Intelligence Bureau. (1)]:

SHRI RAJARAM (Salem): Sir, as a result of the September strike, 4500 cases of railway employees are pending in the courts. Thousands of people are out of job. I would request the Railway Minister to re-employ

those people and withdraw the cases, because the strike is over now and everything has become normal. The 14 lakhs of railway employees are really perturbed because of this drastic action taken by the ministry.

From Salem to Dharmapuri and from Dharmapuri to Bangalore, goods trains are already running daily. But I do not know why the Railway Board is hesitating to allow passenger traffic in that line. I would request the hon. minister to inaugurate the passenger and express trains on the Salem-Bangalore line as soon as possible. By opening this, we can connect Trivandrum and Bangalore and also Bangalore and Poona. All are metre gauge trains. If we have a passenger train from Trivandrum and Bangalore via Vridhachalam in metre gauge, there will be heavy passenger traffic.

SHRI DATTATRAYA KUNTE (Kolaba): We are discussing Excess Grant and we must stick to the Demands.

SHRI RAJARAM: I am using my time.

MR. DEPUTY-SPEAKER: When the Supplementary Demands came, I said we must restrict our remarks to the financial aspect of it. But usually nobody listens to that. Some local grievances are ventilated always.

SHRI DATTATRAYA KUNTE: I have raised a valid point of order. I raised it last year also. We have to be assured of the usual procedures. I have no objection to Mr. Rajaram's making his observations. As a matter of fact, he should have got his chance when the Supplementary Demands were under discussion. (Interruptions)

MR. DEPUTY-SPEAKER: I entirely agree with you so far as your point of order is concerned.

SHRI DATTATRAYA KUNTE: In future, care should be taken to see that the Rules of Procedure are followed properly so that we are not muzzled through.

MR. DEPUTY SPEAKER: Nobody is here to muzzle through.

I would like you to devote your attention to this because the debate here is restrictive.

* Moved with the recommendation of the President.

[Mr. Deputy-Speaker]

As I said on the last occasion when you raised the point, I gave an opportunity to say something. Here also I shall give you an opportunity to say something on the Demands.

SHRI DATTATRAYA KUNTE: I am not concerned.

MR. DEPUTY-SPEAKER: The procedure is already there. I have agreed that a Member can ventilate his local grievances whenever a Demand is taken up.

SHRI DATTATRAYA KUNTE: I am afraid this House is not following the usual procedure to ventilate the local grievances here.

MR. DEPUTY-SPEAKER: Mr. Kunte, I fully share your anxiety. As far as possible, we must strictly adhere to the rules, but at the same time I must also point out that most of the hon. Members taking the opportunity want to place certain of their grievances. It is very difficult. You must realise that all are not so highly literate in the sense as to know what is the implication of the rule. (Interruptions).

SHRI RANDHIR SINGH (Rohtak): We are all literates, Sir.

SHRI DATTATRAYA KUNTE: Sir, I object to what Shri Nahata says, that 'Mr. Kunte is uneducated.'

MR. DEPUTY-SPEAKER: It is a sad remark. But nobody has listened to his remark.

SHRI DATTATRAYA KUNTE: I have listened.

SHRI AMRIT NAHATA (Barmer): I am very sorry for this.

MR. DEPUTY-SPEAKER: Let us not waste the time of this House in this way when we are pressed for time.

No doubt, I shall give time to the hon. Members. Mr. Kunte, you were on a point of order and I have tried to satisfy you. I

never meant disrespect to anyone when I used the words 'all are not so highly literate.' You may take an opportunity to ventilate your local grievances. I may also tell you that nobody should speak for more than three minutes.

श्री अब्दुलबानी डार (गुड़गांवा) : उपाध्यक्ष महोदय, मेरा प्वाइन्ट ऑफ़ ऑर्डर है। आपने फरमाया कि इस में लोकल ग्रीवन्सेज नहीं आ सकतीं, मैं समझता हूँ कि आपको इसके बारे में रूलिंग देना चाहिए—अगर इन्होंने डिफिन्स के लिए कोई रूपया नहीं मांगा है, कोई लाइन ऐसी नहीं बनाई है जिसमें हमारा बार्डर महफूज हो, तो फिर हमें इस पर एतराज करने का मौका क्यों नहीं है? जब ये बेहूदा खर्चा मांगते हैं, असल खर्चा नहीं मांगते हैं तो हमें एतराज करने का मौका जरूर मिलना चाहिए।

दूसरे—मैं यह अर्ज करना चाहता हूँ—आप हमें बोलने का मौका न दें, हम खुश हैं, हमें कोई एतराज नहीं है, लेकिन हरियाणा का इन्होंने नाम तक नहीं लिया है, लाइन तक का नाम नहीं लिया है कि यह भी जरूरी है।

[شری عبد العلی تار (کوٹا نو) :
 اُپادھیکش سہو دے سیرا پو اُنٹ
 آت آرتر ہے - آپے نو سا یا کہ اس
 میں لوکل گریوینسز نہیں آسکتیں
 میں سمجھتا ہوں آپکو اسکے بارے
 میں رولنگ دینا چاہئے۔ اگر انہوں
 نے ڈیفینس کیلئے کوئی روپیہ نہیں
 مانگا ہے۔ کوئی لائن ایسی نہیں بنائی
 ہے جس میں ہمارا بارتر محفوظ ہو
 تو پھر ہمیں اسپر اےقرض کرنے کا
 موقعہ کیوں نہیں ہے - جب یہ
 بیسویں خرچہ مانگتے ہیں - اصل
 خرچہ نہیں مانگتے ہیں تو ہمیں
 اعتراض کرنے کا موقعہ ضرور ملنا
 چاہئے -

دوسرے میں یہ عرض کرنا
چاہتا ہوں آپ ہمیں بولنے کا موقعہ
نہ دیں ہم خوش ہیں ہمیں کوئی
اعتراض نہیں ہے لیکن ہر یا نا کا
انہوں نے نام تک نہیں لیا ہے لائن
تک کا نام نہیں لیا ہے کہ یہ بھی
ضروری ہے [.....]

MR. DEPUTY-SPEAKER: I would request you to take note of Haryana. You please conclude now.

SHRI RAJARAM: Already there is a notification by the Railway Ministry that they want to remove four railway lines which were constructed by the Britishers in those days. One is Mettupalayam to Ooty; the other is Mayavaram to Tharangampadi and there are two other coastal lines which are narrow gauge lines. They want to remove these lines simply because they are not economical or profitable or something like that. The Britishers had done some good to us. They had brought railways to this country and our people are enjoying the benefits of railway lines. But our wonderful Government and the Railway Ministry want to remove those lines.

Ooty is a beautiful spot. Our Railway Minister knows it very well. I am inviting him to pay a visit to Ooty. Even in September it is wonderful. He must enjoy the train trip; he must not go by road or any such thing. It is an enjoyable trip. It is the queen of hill stations. That was the name given to Ooty by the Britishers those days. So, that line must not be removed. I want some kind of an assurance in this august House from the Railway Minister because only day before yesterday there was a press report like that.

Then, already there is electrification from Madras to Villupuram. I am requesting the Railway Ministry to extend it up to Neyveli because there are five thermal stations which are producing a lot of electricity. We are not utilising that electricity fully well. If you continue the electric line up to Neyveli, we can utilise that power through the railways.

Then, on the Salem-Bangalore line there is a station called Dharmapuri. That also is

in my constituency. It is now turned into a headquarters and a number of officials and others are going there. It has got only a small station. During the Railway Budget debate I made a request to the Railway Ministry to construct some retiring rooms at Dharmapuri railway station. I request the railway Ministry to look into that.

Then, from Salem to Madras there is a train called the Blue Mountain Express. It leaves Salem at 10 O'clock and reaches Madras in the morning at 6 O'clock. My humble request to the Railway Ministry is to attach a three-tier coach from Salem Junction.

श्री श्रीकार लाल बोहरा (चित्तौड़गढ़):
उपाध्यक्ष महोदय, अंग्रेजों के जमाने से हमारे यहाँ जो लाइनें बिछी हुई थीं या देशी रियासतों ने जो लाइनें बिछा दी थीं, उनके बाद पिछले 20 वर्षों में जो यातायात बढ़ा है, जो विकास हुआ है जिस तरह से यात्रियों की संख्या बढ़ी है, उस हिसाब से इन 20 वर्षों में हमारे रेलवे मंत्रालय ने जो कुछ किया है, उसका स्वागत करते हुए भी मैं यह कहना चाहता हूँ कि अभी बहुत कुछ करना बाकी है। हमारे पूर्व लोग जो कार्य कर गए हैं या जो कुछ पहले ही चुका है, उससे हमारे बढ़ते हुए विकास की पूर्ति नहीं हो सकती। इसलिए मैं रेलवे मंत्री महोदय से निवेदन करना चाहता हूँ कि 20 वर्षों में जो प्रगति हुई है और रेलवे मंत्रालय ने जिस मुस्तीदी के साथ, जिस हिम्मत के साथ इन बढ़ती हुई मांगों की पूर्ति की है, वह अभी पर्याप्त नहीं है। मैं समझता हूँ कि रेलवे मंत्रालय को अपनी निर्धारित नीति पर पुनर्विचार करना चाहिए।

बारबार यह कहा जाता है कि यह लाइन लाभकारी नहीं है, यह लाइन हानिप्रद है, मैं आपसे कहना चाहता हूँ कि हम इस देश के अन्दर लाभ और हानि के आंकड़े सोचने के लिए इस प्रजातन्त्र को, या इस स्वराज्य को नहीं लाए हैं। असलियत यह है कि हम अन्तः की सुख-सुविधाओं के लिए, किसानों और ग्राम जनता की सुख-सुविधाओं के लिए रेलवे का विकास करते हैं। मैंने रेलवे मंत्रालय की

[श्री श्रीकारलाल वोहरा]

हृदयहीनता पर रोष आता है। हमारे रेलवे के अधिकारी कुछ इस तरह की रिपोर्टें देते हैं जिससे यह झलकता है कि अभी भी उनको यह भ्रह्मास नहीं हो रहा है कि यह प्रजातंत्र है, यहां पर स्वराज्य है, जिसमें हमारी दृष्टि जनता की तरफ होनी चाहिए, जिसमें हमारी दृष्टि लाभ-हानि की तरफ नहीं होनी चाहिए।

इन शब्दों के साथ मैं राजस्थान के बारे में दो शब्द कहना चाहता हूँ। पिछले 15 सालों में चित्तौड़-कोटा लाइन के लिए काफ़ी बहस हो चुकी है, उसके लिए निर्णय भी हो चुका था, वहां सामान भी पहुंच चुका था—जब डा० राम सुभग सिंह रेलवे मंत्री थे, उन्होंने उसके बनाए जाने के लिए घोषणा भी कर दी थी, बजट में उसके लिए रुपया भी रखा गया था, लेकिन अभी तक वह लाइन पूरी नहीं हुई। श्री जगजीवन राम जी से भी इसकी चर्चा हुई थी। मैं रेलवे मंत्री जी से कहना चाहता हूँ कि कोटा-चित्तौड़ रेलवे लाइन का जल्द से जल्द री-सर्वे करायें और जल्द से जल्द इस काम को अपने हाथ में लें।

उदयपुर से दिल्ली जाने के लिए सीधी रेलवे लाइन दें, जिससे उस आदिवासी इलाके के लोगों को, झूगरपुर, बांसवाड़ा, प्रतापगढ़ के लोगों को सुविधा मिल सके।

रोहतक से गोहाना तक जो लाइन गई है उसको बढ़ा कर पानीपत तक लायें, इस 20 मील के हिस्से को जल्द से जल्द पूरा करें। इसी तरह से पश्चिमी बंगाल के अन्दर बंडेल से कटवा लाइन का विद्युतीकरण करने की मांग पहले उठी थी। मैं चाहता हूँ कि सरकार उसकी तरफ़ भी ध्यान दे।

एक महेश स्टेशन है जहां फ्लैग स्टेशन की मांग की जा रही है। सरकार उसको भी जल्दी पूरा करे।

जहां हमारे रेलवे मंत्रालय के बड़े-बड़े

अधिकारी कलकत्ता से दिल्ली, दिल्ली से मद्रास और दिल्ली से बम्बई की रेलों को तेज़ रफ़्तार से चलाने और अन्य सुविधायें देने की विन्ता करते हैं वहां मेरा निवेदन है कि गांवों की जनता की तरफ़ भी आप देखें। उन्हें भी तेज़ रफ़्तार से चलना है। दिल्ली से कलकत्ता 900 मील का सफ़र 24 घंटे में तय किया जाता है लेकिन उदयपुर यहां से 400 मील होते हुए भी उस सफ़र को तय करने में 24 घंटे लग जाते हैं। इसलिए मैं चाहूंगा कि मंत्रीजी राजस्थान में रेलवे की रफ़्तार बढ़ायें और वहां रेलों का अधिक से अधिक विस्तार करने में दिलचस्पी लें।

रेलवे मंत्रालय को कृपा करके कोई व्यापारी उद्योग या प्रतिष्ठान न समझें। यह जनता के हित के लिए एक बहुत बड़ा सार्वजनिक उद्योग है और इसकी दृष्टि जनता के प्रति जागरूकता में रहनी चाहिए।

SHRI RANEN SEN (Barasat): Mr. Deputy-Speaker, Sir, I must say one thing that the construction work of the railways sometimes proceeds on a line where the importance to the place and the area is not given. I will give you two examples only.

In the Scaldah Division of the Eastern Railways, there is a section called Bongaon Section which is a sort of frontier railway. That means it goes upto the international frontier. There, for a pretty long time, the local demand has been that, because of strategic considerations also, a double line should be constructed. But, as yet, though this demand has been raised by the public and this point has been raised by me earlier also, the Government has not paid any heed to this demand. We hear that certain lines are being extended and certain new lines are being constructed. On strategic considerations, the doubling of this line is necessary. That probably I am not able to impress upon the Government. I, again, urge upon him to kindly do something about it.

Secondly, there is another example that I would like to mention. The Minister just

now said something about extension to Bogaigaon and other places. But there is the need of a second bridge over the Brahamputra connecting Jogigoppa and Panchtantra. This is a very important thing. That is why I am saying that the Railway Ministry's line of railway line construction, extension, doubling, etc. is not convincing to us. I would request the Minister to give a second look to these two proposals.

श्री शिंदरे (पंजिम) : उपाध्यक्षजी इस जमाने में सभी क्षेत्र में संतुलन की बात की जाती है, चाहे विकास क्षेत्र के बारे में हो, चाहे इरीगेशन के बारे में हो और चाहे उद्योगों की स्थापना के बारे में हो। रेलवे लाइनें जो नई बनाई जा रही हैं या सर्वे की जाती हैं उस के बारे में भी ऐसा संतुलन हो। क्योंकि मैं कभी-कभी जब हिन्दुस्तान का मैप देखता हूँ और वहाँ रेलवे लाइन्स देखता हूँ तो पाता हूँ कि ऐसे बहुत से प्रदेश हैं जहाँ रेलवे लाइन्स नहीं हैं। और बहुत से प्रदेश ऐसे हैं कि जहाँ बहुत सी रेलवे लाइन्स हैं। मैं कहूँगा कि महाराष्ट्र में और मसूर में भी ऐसा एक भाग है जो किनारे का है, अरबी समुद्र के किनारे का भाग है जो बम्बई से मंगलौर तक जाता है। वहाँ एक भी लाइन नहीं है। महाराष्ट्र में ऐसा कहा जाता है कि चव्हाण साहब का जो कराड़ है उसकी प्रगति हो गई। पूना की प्रगति हो गई और बम्बई की प्रगति हो जाती है। लेकिन मराठवाड़ा और कोंकण की प्रगति नहीं होती है। चव्हाण साहब से और महाराष्ट्र के मुख्य मंत्री श्री वसंत राव नायक से पूछा जाता है कि कोंकण का क्या हुआ। इसलिए मैं चाहूँगा कि मंत्रीजी बतायें कि कोंकण के बारे में—कोंकण रेलवे के बारे में, आप क्या सोच रहे हैं।

इसके प्रतिरिक्त मुझे एक बात यह भी कहनी है कि एक लाइन मंगलौर से बम्बई तक की बनाई जाय। क्योंकि अभी होता क्या है कि जब मौनसून का सीजन आता है तो मंगलौर से जो लोग जाना चाहते हैं स्टीमर से बम्बई, वह नहीं जा पाते हैं। उनको जाना पड़ता है रेलवे से, मंगलौर पूना से। इसलिए

अगर एक ऐसी लाइन हो जाय तो समुद्र के किनारे का जो भाग है, कारवार, कोंकण और गोवा, उसकी प्रगति हो सकती है।

आप जानते हैं कि जब नई लाइन्स बनाई जानी चाहिए तब कोई ऐसा नियम होना चाहिए कि जिस राज्य में नई लाइन्स बनाई जायेंगी यह देखा जाय कि सेन्टर का कितना पैसा अब तक वहाँ खर्च हुआ है। उस राज्य से केन्द्र को कितना पैसा मिलता है, और विशेष-तया उस राज्य से केन्द्र को कितना फ़ारेन एक्सचेंज मिलता है। आप जानते होंगे कि मेरा छोटा-सा गोवा भारत को 40 करोड़ २० फ़ारेन एक्सचेंज में देता है। लेकिन हम जानते हैं कि गोवा में अभी तक राजादी के बाद साढ़े सात साल हो गए, कुछ भी नहीं किया गया है। तो मैं मंत्रीजी से कहूँगा जहाँ से 40 करोड़ की फ़ारेन एक्सचेंज लेते हैं वहाँ तो कुछ करो। इससे ज्यादा मुझे कुछ कहना नहीं है।

SHRI K. NARAYANA RAO rose—

MR. DEPUTY-SPEAKER: We have only half an hour. I am calling only those who have given Cut Motions.

SHRI LOBO PRABHU (Udipi): I find that the general indulgence here is in everything but the subject before the House. The subject before the House is excess grants. We are not concerned here, as in the general Railway Budget, about railway lines here and there. The Chair has been very indulgent. I agree with Mr. Kunte that it would be better if we are more business-like, workman-like, if the subject is confined to the paper before the House.

My objection concerns these excess expenditures. One is a small amount of Rs. 450 or so which we can forget; that relates to court decrees and court charges. The other is a substantial amount of Rs. 14 lakhs which has been paid to the Central Bureau of Information from the Railways. This is a very old matter that every year this amount is paid after the time which is due for it, after the Budget and the Supplement-

[Shri Lobo Prabhu]

tary Budget are over. The Public Accounts Committee asked the Railways to particularly see that these payments are not delayed and are taken up promptly. I understand that the position is still the same. Next year we will be favoured with excess grants to be sanctioned.

Now I come to the Budget which is relevant. The Railways do not seem to care about the Budget. They think that they have so many opportunities to come to this House that the amounts spent are of no relevance. Till today the revenue of the Railways has been Rs. 474 crores as against a budget provision of Rs. 435 crores. The revenue has far exceeded the budget. Let it be noted here that the expenditure on capital has been short by about Rs. 16 crores. I was wondering whether the Railway Ministry is watching these figures. The hon. Railway Minister is always happy and gives some kind of hope. I would like to ask the hon. Minister why he is not taking much interest in seeing that the capital expenditure is in line with the budget provision.

About expenditure, it may be stated that the working expenditure is Rs. 377 crores against is 361 crores last year. I do hope that he is not going to out-run the budget and that the Railway Minister would see to it that we do not land up with too much of spending than what we earn.

श्री सरजू पाण्डेय (गाजीपुर) : उपाध्यक्ष महोदय, मैं आपके माध्यम से मंत्री महोदय के समक्ष केवल दो सुझाव प्रस्तुत करना चाहता हूँ। मेरा पहला सुझाव यह है कि कलकत्ते से दिल्ली तक जो रेलवे लाइन है उसके जमानिया रेलवे स्टेशन पर कोई ओवर-ब्रिज नहीं है जिसकी वजह से दोनों तरफ के मुसाफिरों के कटने-भरने का भय बना रहता है। इसलिए मेरी प्रार्थना है कि जमानिया रेलवे स्टेशन पर ओवर-ब्रिज बनाने की व्यवस्था की जाए।

मेरा दूसरा सुझाव यह है कि गजरीला से सम्भल तक घाने जाने का कोई साधन नहीं है। इसलिए वहाँ पर बांच लाइन का तुरन्त निर्माण किया जाए। जिस प्रकार से आप

सारे हिन्दुस्तान में रेलवे लाइन्स की व्यवस्था कर रहे हैं उसी प्रकार से आप गजरीला से सम्भल तक भी बांच रेलवे लाइन का निर्माण करने की मेहरबानी करें। धन्यवाद।

SHRI K. NARAYANA RAO (Bobbili): My point is this. There should be a line connecting Bangalore, Cuddappah and Ongole so that the hinterland between Andhra Pradesh and Mysore can be interconnected. I also request that a fast train should be introduced between Hyderabad and Calcutta.

MR. DEPUTY-SPEAKER: You can write.

SHRI K. NARAYANA RAO: There are very few occasions when problems of constituencies crop up in Parliament.

MR. DEPUTY-SPEAKER: In General Budget. Not now.

SHRI K. NARAYANA RAO: I would like to plead with the Minister that considerations of economy should not be the sole criteria in a public utility like this. The basic need to be considered is the service. Even if some few lines are running in loss, the overall economic position of the Railways should be the guiding factor, Sir.

MR. DEPUTY-SPEAKER: Before I call upon the hon. Minister to speak, I must make one observation. Shri Lobo Prabhu also supported Shri Kunte. Sometimes on these points as I said, the procedural track laid down in the procedure is left out. And, local grievances are pointed out. Shri Narayana Rao, who knows procedure, also touched on local grievances. I would request hon. Members to restrict their remarks to the Demands. Beyond that they need not go, though some others have spoken beyond scope.

SHRI KANWAR LAL GUPTA (Delhi Sadar): May I ask a question?

MR. DEPUTY-SPEAKER: No.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARI-MAL GHOSH): Already much discussion

has taken place on the Supplementary Demands and I would like to touch briefly some of the points now being raised.

MR. DEPUTY-SPEAKER: Shri Abdul Ghani Dar withdrew the amendment. He made a request. You may refer to Haryana. He was agitated about the Defence line. He was agitated. I said, I will pass it on to you.

SHRI PARIMAL GHOSH: I am going to mention.

SHRI KANWAR LAL GUPTA: How can you direct the minister? It is for him to reply.

MR. DEPUTY-SPEAKER: I am sorry. The scope of the debate is limited. He may confine himself to only the matter referred to by Shri Lobo Prabhu.

SHRI PARIMAL GHOSH: Shri Abdul Ghani Dar referred to two points. One was about the taking up of strategic lines and the other was about the lines we were thinking about in Haryana. Regarding strategic lines, we do not decide them. The moment we get a proposal from the Ministry of Defence that a particular line should be taken up on those grounds, we proceed with it. It is not for the railways to decide which one is strategic and which is not.

Regarding Haryana and also about Rajasthan, Mysore, Delhi and other States, many suggestions have been made. Mention has also been made about the Bandel-Katwa line and the doubling of the Bongaigon line. We have taken note of all these suggestions. As I have already said, we have not yet formulated the Fourth Plan.

SHRI RANDHIR SINGH: His Deputy Minister said it will be done in the case of the Gohana line. He should not put his deputy in an embarrassing position. This was also said at the time of Shri Lal Bahadur Shastri.

SHRI PARIMAL GHOSH: As regards new lines mentioned, all these suggestions will be given due consideration and action taken according to the money available.

MR. DEPUTY-SPEAKER: I shall put the cut motion (No. 1) to the vote of the House.

The cut motion was put and negatived

MR. DEPUTY-SPEAKER: The question is:

"That an excess sum not exceeding Rs. 7,68,074 be granted to the President to make good the amount spent during the year ended 31st March, 1967 in respect of Demand No. 2—Miscellaneous expenditure."

The motion was adopted

16.48 hrs.

APPROPRIATION (RAILWAYS) NO. 6
BILL,* 1968

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1967, in excess of the amounts granted for those services and for that year.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1967, in excess of the amounts granted for those services and for that year."

The motion was adopted

SHRI PARIMAL GHOSH: I introduce** the Bill. I beg to move**:

* Published in Gazette of India Extraordinary, Part II, section 2, dated 18-2-68.

** Introduced/moved with the recommendation of the President.