

SHRI P.C. SETHI : I move :

"That the Bill be passed."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill be passed."

The Motion was adopted.

18.24 hrs.

DEMANDS* FOR GRANTS
(RAILWAYS), 1970-71

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1970-71 for which seven hours have been allotted.

There is a large number of cut motions to the Demands for Grants. Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the numbers of the cut motion they would like to move.

Yes, Mr. Fernandes.

श्री जार्ज फरनेन्डोज (बम्बई दक्षिण): उपाध्यक्ष महोदय, मंत्री महोदय का भाषण होने से पहले मेरा एक निवेदन है। बम्बई में चार दिन पहले जो बहुत बड़ी दुर्घटना हुई है, मैं चाहता हूँ कि मंत्री महोदय बजट डिमान्ड्स को पेश करने के पहले उसके सम्बन्ध में सदन में कुछ सफाई दें और पूरे डिटेल्स के साथ अभी अपना बयान दें।

MR. DEPUTY-SPEAKER : The Minister of Railways to make a statement.

THE MINISTER OF RAILWAYS (SHRI NANDA) : Sir, Before moving the Demands for Grants for expenditure of the Central Government on Railways for 1970-71, may I make a statement ?

Sir, the Railway Budget for 1970-71, presented on 23rd February, 1970 was based

on the proposals for rationalisation of passenger fares and freight rates as indicated in my budget speech. While initiating the debates on the General discussions on the Budget in this House on 4th March, 1970, I had made a statement withdrawing the budget proposals relating to third class fares, suburban third class season tickets, platform tickets, rates for milk, foodgrains, pulses etc. As already indicated by me then, the withdrawal of these proposals entail a reduction of Rs. 13 crores in the estimates of earnings during 1970-71.

18.26 hrs.

[SHRI SHRI CHAHD GOYAL in the Chair]

The reduction of Rs. 13 crores in the Railway earnings will result in the appropriation to the Development Fund being reduced from Rs. 1874.59 lakhs, which was proposed initially in the Budget, to Rs. 574.59 lakhs. I would, therefore, seek your permission to move the vote in respect of the relevant Demand, viz., Demand No. 18—Appropriation to Development Fund during 1970-71 for a lesser amount, i.e., for Rs. 574.59 lakhs instead of for Rs. 1874.59 lakhs as printed in the Book of Demands for Grants for 1970-71.

While replying to the General Discussions on the Railway Budget on the 10th March, 1970, I had mentioned that I would endeavour to initiate all steps to increase earnings and also to reduce expenditure. In reiterating those measures, I may add that it is rather premature to indicate at this stage how far there may be an increase in the Railway earnings or what is the extent of reduction in the expenditure. These measures will improve the financial position somewhat and I would assure the House that the matter would be brought to the notice of the House at the Revised Estimates stage.

I may also add that the reduction in the Appropriation to the Development Fund as now proposed will not in any way affect the withdrawals from that Fund towards expenditure on Railway Users' Amenities, Staff Welfare Works or Unremunerative Operating Improvements. The gap between

*Moved with the recommendation at the President.

[Shri S. L. Nanda]

the reduced Appropriation and the level of expenditure as earlier proposed could be bridged partly by a larger contribution than now anticipated as a result of measures I have indicated or through a larger loan from General Revenues

For the present, I would suggest that the reduction in the Appropriation to the Development Fund as now proposed by me may be accepted.

श्री जार्ज फरनेडीज : मंत्री महोदय ने बम्बई में जो चार दिन पहले दुर्घटना हुई थी उसके बारे में कुछ नहीं कहा है। हम ने उस पर कार्लिंग स्टेशन नोटिस दिया था, शार्ट नोटिस क्वेश्चन दिया था। दो बार मधु लिमये और मैं बोले भी हैं। लेकिन मंत्री महोदय कोई बयान नहीं कर रहे हैं। इसको आप वजट डिमांडज के साथ न जोड़ें। पहले इसके बारे में हम सुनना चाहते हैं। बम्बई की सुबर्बन रेलवे पर पेरल वर्कशाप के कारण वह दुर्घटना हुई है। पहले आप अपना स्टेटमेंट दें फिर हम अपनी बात आपके सामने रखेंगे। हमें जानकारी मिली है कि वहाँ का जो मामला है, उसको जानबूझ कर इस तरह का बनाया गया है। हमने सुना है कि नन्दा जी की ओर से तमाम रेलवे के बारे में जो जीज हो रही है, उसको लेकर उन्हें गलत और बुरा नाम देने के लिए वहाँ भानबूझ कर यह दुर्घटना कराई गई है। हम चाहते हैं कि मंत्री महोदय इसकी सफाई करें।

श्री नंदा: मैं यकीन दिलाता हूँ कि आज तो समय नहीं रहा। लेकिन जब कल डिसकशन शुरू होगा फ़ौरन इस बात के बारे में जितनी जानकारी मेरे पास है और जो कुछ और मैं इकट्ठी कर लूँगा, वह सारी आपके सामने पेश कर दूँगा।

श्री जार्ज फरनेडीज: कल पहले इसके बारे में सफाई होनी चाहिये।

MR. DEPUTY-SPEAKER : You have had your say. I cannot force the Minister to make a statement now on that.

श्री जार्ज फरनेडीज : वजट की डिमांड्स के साथ इसको न जोड़ा जाए। मंत्री महोदय इस पर अलग से बयान दें ताकि अगर कोई हमें प्रश्न पूछने हों तो उनको पूछने का हमें मौका मिल सके और जो जानकारी हमारे पास है, वह जानकारी भी यहाँ दे सकें। इस मामले की सदन में सफाई हो जाए, इसलिए मेरा यह आग्रह है।

DEMAND No. 1—RAILWAY BOARD

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 1,50,46,000 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, 1971, in respect of ‘Railway Board’.”

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 6,36,99,000 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, 1971, in respect of ‘Miscellaneous Expenditure’.”

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 17,02,000 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, 1971, in respect of ‘Payments to worked Lines and Other’.”

**DEMAND NO. 4—WORKING EXPENSES—
ADMINISTRATION**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 78,22,78,000 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, 1971, in respect of 'Working Expenses—Administration."

**DENAND NO. 5—WORKING EX-
PENSES—REPAIRS AND
MAINTENANCE**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 259,38,92,000 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, 1971, in respect of 'Working Expenses—Repairs and Maintenance".

**DEMAND NO. 6—WORKING EX-
PENSES—OPERATING STAFF**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 158,89,57,000 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, 1971, in respect of 'Working Expenses—Operating Staff."

**DEMAND NO. 7—WORKING EX-
PENSES—OPERATION (FUEL)**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 165,68,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Working Expenses—Operation (Fuel)".

**DEMAND NO. 8—WORKING EX-
PENSES—OPERATION OTHER
THAN STAFF AND FUEL**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 50,19,62,000 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, 1971, in respect of 'Working Expenses—Operation other than Staff and Fuel'.

**DEMAND NO. 9—WORKING EX-
PENSES—MISCELLANEOUS EXPENSES**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 36,04,49,000 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, 1971, in respect of 'Working Expenses—Miscellaneous Expenses'."

**DEMAND NO. 10—WORKING EX-
PENSES—STAFF WELFARE**

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 25,55,21,000 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, 1971, in respect of 'Working Expenses—Staff Welfare'.

**DEMAND NO. 11—WORKING EX-
PENSES—APPROPRIATION TO
DEPRECIATION RESERVE
FUND**

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 100,00,00,000 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, 1971, in respect of 'Working Expenses Appropriation to Depreciation Reserve Fund'."

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

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 15,00,00,000 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, 1971, in respect of—‘Working Expenses Appropriation to Pension Fund’.”

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUES

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 167,09,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Dividend to General Revenues.”

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 9,01,71,000 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, 1971, in respect of ‘Open Line Works (Revenue)’.”

DEMAND NO. 14—CONSTRUCTION OF NEW LINES

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 36,08,05,000 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, 1971, in respect of Construction of New Lines.”

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

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 569,19,12,000 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, 1971, in respect of Open Line Works—Capital, Depreciation Reserve Fund and Development Fund’.”

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 7,95,45,000 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, 1971, in respect of ‘Pensionary Charges Pension Fund’.”

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

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 2,15,72,000 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, 1971, in respect of Repayment of loans from General Revenues and interest thereon—Development Fund’.”

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 18,74,59,000 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, 1971, in respect of Appropriation to Development Fund.”

DEMAND NO. 19—APPROPRIATION TO REVENUE RESERVE FUND

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 3,61,13,000 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, 1971, 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

MR. DEPUTY-SPEAKER : Motion moved :

“That a sum not exceeding Rs. 3,65,23,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Payments towards Amortisation of Over-Capitalisation, Repayment of Loans from General Revenues and Interest thereon—Revenue Reserve Fund.”

Hon. Members may now move their cut motions subject to their being otherwise admissible.

SHRI SHRI CHAND GOYAL (Chandigarh) : I beg to move :

“That the demand under the head Railway Board be reduced by Rs. 100.”

[Utility of the institution of Railway Board (18)]

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Failure to carry out survey of doubling Delhi-Ambala line via Karnal (19)]

“That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100.”

[Failure to survey the restoration of Panipat-Gohana line (20)]

“That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100.”

[Deterioration in departmental catering (21)]

“That the demand under the head Ordinary Working Expenses Miscellaneous be reduced by Rs. 100.”

[Exorbitant charges incurred in the defence of civil law suits. (22)]

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Failure of the Government to provide adequate medical facilities to all categories of employees (23)]

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Failure of the Government to provide a school for the employees of Chandigarh railway station (24)]

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Failure of the Government to provide uniforms to the commercial clerks (25)]

“That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100.”

[Failure of the Government to provide a dispensary for the employees of Chandigarh railway station (26)]

[Shri Shiv Chand Goyal]

"That the demand under the head Open Line Works—(Revenue) be reduced by Rs. 100."

[Failure of the Government to construct adequate staff quarters at Chandigarh (27)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure of the Government to restore Panipat-Gohana line (28)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure of the Government to construct Ludhiana Jagadhari railway line, bringing Chandigarh on the main line (29)]

SHRI K. M. MADHUKAR (Kesana) :
I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to curtail the rights of Members of Railway Board. (33)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to ensure timely consideration of employees' petitions by Railway Board. (34)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to adopt an attitude by Railway Board favourable to employees. (35)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check extravagance indulged in by Railway Board, (36)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check bureaucracy and red tapism in Railway Board. (37)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove wide disparity in the pay and service conditions of top officials and ordinary employees. (38)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check wasteful expenditure on top officials of Railway Board, (39)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce top heavy Railway Administration. (40)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to bring about administrative efficiency in Railway Board(41)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to ensure creature comforts to class III and IV employees of Railway Board, (42)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to undertake a survey to open a new line between Hajipur and Lalganj via Shaibanj and Kesaria on N.E. Railway. (66)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to undertake a survey to open a branch line between Chhapra and Motihari on N.E. Railway. (67)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to undertake a survey for opening a new direct rail link between Gorakhpur and Narkatiaganj on N.E. Railway. (68)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Failure to undertake a survey for opening a new direct link between Mehsi and Sitamarhi on N.E. Railway. (69)

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a broad gauge line between Samastipur and Narkatiaganj via Muzaffarpur on N.E. Railway. (70)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to assess the feasibility of opening a new branch line between Motihari and Chhapra towards Oraj on N.E. Railway. (71)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to check wasteful expenditure on reception and entertainment of foreign dignitaries. (72)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to stop retrenchment due to introduction of automation in Railways. (73)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to properly utilise training school at Muzaffarpur for Railway employees. (74)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to check administrative losses due to shifting N.E. Railway Divisional Head Quarters from Muzaffarpur to Samastipur. (75)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to minimise delays in restoring train services after accidents, as in foreign countries. (76)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to apply the achievements of research work in Railways in improving the services. (77)]

"That the demand under the head Ordinary Working Expenses-Repairs

[Shri Kamla Misra Madhukar]

and Maintenance be reduced by Rs. 100."

[Failure to develop Sangall Junction on N.E. Railway. (78)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100."

[Failure to provide shed at Chakia Station on N.E. Railway. (79)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100."

[Failure to raise and repair the railway road connecting the Chakia station and the Bazar on N.E. Railway. (80)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100."

[Failure to metat the Railway road between Mehsi station and the city market on N.E. Railway. (81)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100."

[Failure to extend and repair waiting rooms at Motipur and Mehval stations on N.E. Railway. (82)]

"That the damand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100."

[Failure to extend and repair the waiting rooms at Pipra station on N.E. Railway. (83)]

SHRI SHRI CHAND GOYAL : I beg to move :

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Failure to revise the pay scales and allowances of commercial clerks. (84)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Failure to revise the pay scales and allowances of railway guards. (85)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Failure to meet the demands of the Station and Assistant Station Masters. (86)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Failure to check the inflow of colour blind categories to the category of commercial clerks. (87)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 101."

[Failure to increase the quota of promotion for commercial clerks. (88)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Failure to prevent harassment of the Railway Protection Force to the commercial clerks. (89)]

SHRI K. M. MADHUKAR ; I beg to move :

"That the demand under the head Ordinary Working Expenses--Miscel-

laneous Expenses be reduced by Rs. 100."

[Failure to check increasing amount of payment towards compensation for theft and pilferage of goods sent by rail. (92)]

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100"

[Failure of the Government to check insecurity of railway passengers. (93)]

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to check deterioration of departmental catering service in Railways. (94)]

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to grant adequate compensation to passengers receiving injuries during railway travel. (95)]

SHRI SHRI CHAND GOYAL : I beg to move :

"That the demand under the head Construction of New Lines--Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to electrify the suburban railway lines round about Delhi. (116)]

"That the demand under the head Construction of New Lines--Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct railway lines in Delhi to meet the demands of huge traffic. (117)]

"That the demand under the head Open Line Works--Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to improve the Chandigarh railway station. (118)]

"That the demand under the head Open Line Works--Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to open a refreshment room at Chandigarh railway station. (119)]

"That the demand under the head Open Line Works--Capital, Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Failure to improve the standard of the railway catering service. (120)]

"That the demand under the head Pensionary Charges--Pension Fund be reduced by Rs. 100."

[Failure to make adequate increase in the pensions of railway employees of all categories. (121)]

SHRI BENI SHANKER SHARMA (Banka) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the administration in preventing accidents due mainly to human failure. (156)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to effect economy in the administration. (157)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent avoidable

[Shri Bani Shanker Sharma]

and unnecessary expenses,
(158)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent theft and pilferage of stores in bigger yards. (159)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent late start of goods trains causing poor utilisation of engines and rolling stock by keeping the formed rake detained unnecessarily. (160)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent injudicious purchases of non-essential stores resulting in dead-stock or over-stock. (161)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the malpractices such as short receipt of goods purchased and excess supply of commodities sold. (162)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Extra expenditure due to defective manufacture of 'O' type wagons in railway workshops. (163)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Loss incurred in manufacture of unsuitable Mechanical stockers. (164)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check ticketless travelling. (165)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of supervisory staff to create a sense of duty and responsibility in the workers and staff. (166)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Lack of proper maintenance of the coaches, fittings and fixtures on the running trains. (167)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Inconvenience caused to the passengers alighting at the Barahat station on account of the absence of buses at train time for Banka out-agency. (171)]

"That the demand under the head Payments to Worked Lines and Others be reduced by Rs. 100."

[Need of attaching a through bogie to the train leaving Mandarhill station in the morning for Patna to be attached to Upper India Express at Bhagalpur Junction. (172)]

"That the demand under the head Ordinary Working Expenses-Operation Other than Staff and fuel be reduced by Rs. 100."

[Irregular running of bus service between Barahat station and Banka out-agency on Bhagalpur-Mandarhill Branch of the Eastern Railway. (173)]

"That the demand under the head Ordinary Working Expenses-Operation Other Than Staff and Fuel be reduced by Rs. 100."

[Need of changing the time-table in respect of Upper India Express so as to make it arrive at Sealdah Station at or about 6 a. m. instead of 10 30 a.m. as at present. (174)]

"That the demand under the head Ordinary Working Expenses-Miscellaneous Expenses be reduced by Rs. 100."

[Lack of proper lights and fans on the trains running on the Sahebganj loop line including Upper India Express and Dinapur fast passenger. (175)]

"That the Demand under the head Open Line Works-(Revenue) be reduced by Rs. 100."

[Upgrading of Dinapur fast passenger *via* loop line and run it as an Express train. (176)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve fund be reduced by Rs. 100."

[Need of extension of Bhagalpur-Mandarhill Branch *via* Santhal Parganas. (176)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to extend Howrah-Barauni passenger *via* loop line up to Samastipur. (178)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct the line connecting Khetri Copper Project with the railway system. (179)]

"That the Demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to connect Dumka, the head-quarters of Santhal Parganas in Bihar, a very backward area inhabited by santhal tribals, with the railway system in spite of persistent demands from the people of the area. (180)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Necessity of diverting the Bhagalpur-Mandarhill Branch so as to touch Banks the subdivisional town of the region through which the line mainly passes. (181)]

SHRI SRADHKAR SUPAKAR (Sambalpur) : I beg to move ;

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in the Engineering-*cum*-Traffic survey for rail link between Bimalgarh and Talcher. (262)]

"That the demand under the head Ordinary Working Expense-Administration be reduced to Re. 1."

[Irregularity and late running of trains (263)]

"That the demand under the head Ordinary Working Expense-Administration be reduced to Re. 1."

[Steep rise in fare and freight. (264)]

"That the demann under the head Ordinary Working Expense—Administration be reduced to Re. 1."

[Security organisation-duplication of policing. (265)]

[Shri Sradhar Supakar]

"That the demand under the head Ordinary Working Expense--Administration be reduced by Rs. 100."

[Inefficiency in the Railway Security Organisation. (266)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced to Re. 1."

[Inefficiency of the operating staff. (278)]

"That the Demand under the Head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Inability to check ticketless travel. (282)]

"That the demand under the head Ordinary Working Expenses--Operating Staff be reduced by Rs. 100."

[Destruction and pilferage of railway properties. (283)]

"That the demand under the Head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Need to provide passenger amenities including the supply of food and lighting arrangement in trains. (284)]

"That the demand under the head Construction of New Lines--Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Urgency of converting the narrow gauge lines in Orissa into broad gauge lines. (286)]

SHRI A. K. GOPALAN : (Kasergod) :
I beg to move :

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to reduce the price of food in the railway catering. (289)]

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to provide food packets at cheap rates. (290)]

SHRI C. K. CHAKRAPANI (Ponnani) : I beg to move :

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to construct a new Railway station building at Trichur, Southern Railway (299)]

SHRI P. GOPALAN (Tellicherry) :
I beg to move :

"That the Demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to raise the platform at Kotikulam railway station in S. Railway. (300)]

"That the demand under the head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to provide the sleeping bogie to Mangalore from New Delhi in G. T. Express and Southern Express (301)]

"That the demand under the Head Ordinary Working Expenses--Miscellaneous Expenses be reduced by Rs. 100."

[Failure to raise the platform at Parur railway station in Southern Railway. (302)]

SHRI C. K. CHAKRAPANI : I beg to move :

"That the demand under the head Construction of New Lines--Capital

and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to convert the metre gauge line into broad gauge line from Ernakulam to Trivandrum. (303)]

SHRI P. GOPALAN : I beg to move :

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct Kuttippuram-CurcuvayoorGrangonore--Ernakulam Railway line—costal railway (Southern Railway). (306)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct Ernakulam-Alipeyy line (S. R.) (307)]

"That the demand under the head Constuction of New Lines—Capital and Depreciation Reserve Fund be reduced by Re. 100."

[Need to construct Tellicherry Mysore lines (S. R.) (308)]

SHRI RAMAVATAR SHASTRI (Patna) : I beg to move :

"That the demand under the head Railway Board be reduced to Rs. 1"

[Failure to abolish the Railway Board. (349)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Anti-labour policy of the railway Board (350)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Misuse of funds to the tune of more than one and a half crores of rupees in the name of Railway Board. (351)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure in reducing the high Salaries of the officers of Railway Board. (352)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduced expenditure on Railway Board. (353)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to put an end to bureaucratic behaviours of the members of Railway Board. (354)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[The utility and justification of Railway Board. (355)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to conduct a survey for the construction of a new railway line along the canal running from Keagaul lakh to Dehrlion Sone in Patna and Sahabad districts in Bihar. (356)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to construct a new railway line from Bihta to Jahanabad Via Bikram-Paliganj Arwal Kurtha (357)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to construct a new railway line from Jahanabad to Bihar Sharif via Islampur. (358)]

[Shri Ramavtar Shastri]

"That the demand under the head Railway Board be reduced to Re. 1."

[Anti-people policy of increasing third class fare (394)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Top heavy administration. (395)]

SHRI KIRUTTINAN (Sivagunja) : I beg to move :

"That the demand under the head Railway Board to reduced by Rs. 100."

[Need to abolish proposed increase in railway fares and freight rates. (400)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide proper amenities for III class passengers (401)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide diesel engine to Janta Express from Delhi to Madras. (402)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide more III class coaches in the Janta Express from Delhi to Madras. (403)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to minimise the running hours of G.T, Express and link Express from Delhi to Madras, (404)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce an express train from Virudhu Nagar to Madras via Aruppukkottai-Manamadurai, Trichy and Chord in Southern Railway. (405)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce an express train from Madurai to Rameswaram in Southern Railway. (406)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to condone the break in service to those who participated in the one day token strike. (407)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reinstate all sixteen firemen in Southern and South Central Railways who have been removed and suspended from service in view of the firemen agitation even when the then Railway Ministers have given the assurances. (408)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to consider the demands of the All India Commercial Clerks' Association. (409)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to consider the demands of the Railway S.A.S. qualified staffs. (410)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to settle the genuine grievances of railway employees particularly the class III and IV. (411)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to withdraw the circular forcing the railway employees to qualify and themselves in Hindi. (484)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Wastage of money in the name of official language. (484)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to appoint a separate Pay Commission or to ask the present Pay Commission to give a special and separate Report for Railway employees. (485)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to change the D.A.R. enabling the railway employees to appeal their cases to the Labour Tribunal. (486)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide risk allowance to class IV traffic employees and trolley men. (487)]

SHRI G, VISWANATHAN (Wandiwash) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a railway line from Chingleput to Chinna Salem. (500)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a railway line from Walajahpet to Tindivanam. (501).]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to electrify the railway line between Arkonam and Madras. (502)]

SHRI KIRUTTNINAN : I beg to move:

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to increase the pay scales of commercial clerks. (532)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to appoint Standing Administrative Tribunals presided over by Judicial authorities in the place of Enquiry Committee. (533)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to provide rent free residential quarters to all open line and essential staff. (534)]

[Shri Kiruttinam]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to stop the recovery of electrical installation charges to the buildings which are constructed after 1953 in view of the fact that the plan and the cost include the electrification also. (535)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to provide comprehensive health insurance scheme on up-to-date and modern lines for railway employees. (536)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to remove the arbitrary imposition of ban on creation of posts in ministerial categories. (537)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to classify all members of running staff as intensive, to treat the travel as duty and to provide 16 hours rest at headquarters. (538)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to regularise all casual labourers as regular railwaymen. (539)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Need to grant an arduous duty allowance of Rs. 5/- P.M. to all gangmen. (540)]

"That the demand under the head Ordinary Working Expenses Staff Welfare be reduced by Rs. 100."

[Need to give lumpsum compensation to the employees who are not able to be fitted in alternative jobs and compulsorily retire due to occupational diseases. (541)]

"That the demand under the head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Failure to start additional sanctioned by the then Minister to railway mixed school, Madurai in Southern railway. (542)].

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to sanction new railway line constructions in Tamil Nadu. (543)]

"That the demand under the head Construction of New Lines Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Unusual delay in constructing broad gauge line between Karur, Dindigul, Madurai, Maniyachi and Tuticorin in Tamil Nadu. (544)]

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Unusual delay in constructing railway line between Tirunelveli, Nagarcoil, Kanya Kumari and Trivandrum in Tamil Nadu. (545)]

"That the demand under the head Construction of New lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct a railway line between Chingleput and

Chinnasalem in Tamil Nadu. (546)

"That the demand under the head Construction of New lines — Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to connect the broad gauge terminus Madras Central and the M. G. terminus Madras Egmore so as to minimise the cost of transhipment in the whole of Southern Railway. (547)]

"That the demand under the head Construction of New lines — Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to prepare an estimate and submit a proposal for construction of electrified circular railway line in Madras city. (548)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to maintain the railway feeder roads properly. (549)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to complete the black topplug work of the railway feeder road in Paramakudi of Southern Railway in time. (550)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to restore the dismantled railway line between Pamban and Dandishkodi in Southern Railway. (551)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to complete the construction of covered bridge near Manamadurai on the Manamadurai (212)

dural-Virudhunagar railway line (in Southern Railway. (552)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need for economy drive. (553)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to stop the reduction of the number of commercial clerks in the Southern Railway. (554)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Unnecessary increase of Railway Protection Force. (555)]

"That the demand under the head Ordinary Working Expenses — Administration be reduced by Rs. 100."

[Need to enforce the economy drive towards the class I and Class II officers. (556)]

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need to provide separate booking office rooms at Manamadurai, Quilon and Tirunelveli junctions in Southern Railway. (557)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to conduct survey for a coastal railway line between Aranthanki, Thondi, Ramanathapuram and Tuticorin in Tamil Nadu. (559)]

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to conduct survey for a railway line between Thondi and

[Shri Kiruttioam]

Manamadurai (vLa) Ilayangudi
in Tamil Nadu. (598)]

"That the demand under the head
Miscellaneous Expenditure be reduced
by Rs. 100."

[Failure to conduct survey for
a railway line between Mana-
madurai and Tuticorin in Tamil
Nadu. (599)]

"That the demand under the head
Miscellaneous Expenditure be reduced
by Rs. 100."

[Failure to provide a flag sta-
tion near Sivaganga college on
the Karaikuddi-Manamadurai
line in Southern Railway
(600)]

"That the demand under the head
Miscellaneous expenditure be reduced
by Rs. 100."

[Failure to provide an unman-
ned level crossing near Pappan-
kulam village between Tiruppu-
vanam and Thuppacherry
railway station in Southern
railway (601)]

"That the demand under the head
Miscellaneous Expenditure be reduced
by Rs. 100."

[Need to provide a flag station
near Rajaganbhiram on the
Madurai-Manamadurai line in
Southern Railway. (602)]

SHRI RAMAVATAR SHASTRI : I
beg to move :

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Failure to provide quarters to
all the railway employees at
Danapur. (608)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Absence of any arrangement
of stay for relieving staff at

Danapur Railway Station
(609)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Need to provide a wooden over-
bridge for passengers at Neura
Station on Eastern Railway
since goods trains are stationed
here for most of the time.
(610)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Need to set up a Parcel office
at Neura Station on Eastern
Railway (611)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Failure to broaden the existing
wooden over-bridge at Danapur
Railway Station (612)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Need to set up retiring rooms
at Danapur Railway Station
(613)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

]Need to extend 427 UP-Barauni
Danapur passenger train upto
Arrah Station (614)]

"That the demand under the head
Railway Board be reduced by
Rs. 100."

[Need to start 428 Down
Danapur-Barauni passenger
train from Arrah instead of
Danapur (615)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to raise Platform at Nadvan Station on PG line, to make arrangements for drinking water and to construct sheds (616)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct sheds and raise platform at Parsa Station on PG line (617)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to raise Platform at Phulwari Sharif Station of E. Rly. (618)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove the difficulties regarding shortage of water and inadequate lighting arrangements in the trains running between Bakhtarpur and Rajgir Stations on Eastern Railway (619)]

"That the demand under the head Ordinary Working Expenses--Administration be reduced by Rs. 100."

[Failure to accede to the justified demands of engineering workers in Railways (620)]

"That the demand under the head Ordinary Working expenses--Administration --be reduced by Rs. 100."

[Failure to accede to the demands of loco mechanical staff submitted by the Indian Railway Loco Mechanical Staff Association (621)]

"That the demand under the head Ordinary Working Expenses--Administration --be reduced by Rs. 100."

[Failure to accede to the demands made by All Indian Railway Ministerial Staff Association (623)]

"That the demand under the head Ordinary Working Expenses--Administration --be reduced by Rs. 100."

[Need to meet the four point demands made by Dhanbad Branch of the All India Railway Ministerial Staff Association (622)]

"That the demand under the head Ordinary Working Expenses--Administration --be reduced by Rs. 100."

[Failure to accept the 28 point demands of railway employees put forward by the All India Railwaymen's Federation (624)]

"That the demand under the head Ordinary Working Expenses--Administration --be reduced by Rs. 100."

[Failure to accept the demands made by All India Station Masters Association (625)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance--be reduced by Rs. 100."

[Failure to duble the Patna--Gay railway track (Eastern Railway) (626,)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance--be reduced by Rs. 100."

[Failure to convert the narrow gauge lines in North Bihar into broad gauge lines. (627)]

[Shri Ramavatar Shastri]

"That the demand under the head Ordinary Working Expenses-Repairs & Maintenance-be reduced by Rs. 100."

[Failure to remove the shortage of quarters for railway employees. (628)]

"That the demand under the head Ordinary Working Expenses-Repairs and Maintenance-be reduced by Rs. 100."

[Failure to check the theft to railway property (629)]

"That the demand under the head Ordinary Working Expenses-Repairs and Maintenance-be reduced by Rs. 100/-"

[Failure to take action against high officers involved in the thefts of Railway property (630)]

"That the demand under the head Ordinary Working Expenses-Repairs and Maintenance-be reduced by Rs. 100."

[Need to provide fans in all the quarters of Railway employees (631)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to cement the flooring in Danapur loco shed (650)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Neura station on Eastern Railway (651)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce 387 Up train from Patna Railway Junction on Eastern Railway departing at 5.30 p.m. (652)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce such a train on Patna-Gaya line as arrives at Patna junction at 6 A.M. (653)]

"That the demand under the head Railway Board reduced by Rs. 100."

[Need to change the time of departure of Mughaisarai Passenger train from 3.15 P.M. to 4.30 P.M. from Patna junction. (654)]

"That the demand under the head Railway Board be reduced by 100."

[Need to shift Booking Office which is far away at present, to a convenient place at Bakhtiar-pur railway station on Eastern Railway. (655)]

"That the demand under the head Railways Board be reduced by Rs. 100."

[Failure to run trains according to the time table and to check their late running. (656)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inconvenience to passengers and loss of Rs. 15 lakhs of earnings annually to railway department on account of late running of trains from Bakhtiarpur Railway Station to Rajgir Eastern Railway (657)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct sheds for passengers on both platforms at Neura railway station on Eastern Railway (658)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a stoppage of Toofan Mail and varanasi Express trains at Bilta station on Eastern Railway. (659)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Station Masters' Association. (660)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the India Railway, Loco Mechanical Staff Association (661)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give recognition to the All India Railway Ministerial Staff Association (662)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Railway Switchmen, Cabinmen and Levermen Association (663)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Guards Council (664)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Running Staff Association (665)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to recognise the Purattar Railway Majdoor Sabha (666)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the anti-labour attitude of D.S. of Danapur Division, Eastern Railway (667)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to end the policy of the D.S., Danapur Division Eastern Railway to harass the Guards of Danapur and Gaya (668)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give recognition to the Departmental Union and Associations working in India Railways (699)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to withdraw the recognition of Indian National Railwaymen's Federation (670)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give recognition to the Eastern and South Eastern Railways Permanent Way Inspectors and Assistant Permanent Way Inspectors Association. (671)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands

[Shri Ramavatar Shastri]

made by the Departmental (category) Unions and Associations (672)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to stop automation in Railways (673)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to fully implement the recommendations of Kunzru Railway Accidents Enquiry Committee, 1962 (674)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to fully implement the recommendations of the Wanchoo Railway Accidents Enquiry Committee, 1968-69 (675)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check violation of labour laws by Railways (676)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to regularise substitute labourers. (677)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to provide full time work to substitute labourers. (678)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Need the scarp the retrenchment orders issued by Divisional

Superintendent (E.R) in respect of substitute labour recruited after 1966 (679)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to stop the policy of keeping employees having 10 to 12 years service in railways as substitute employees (680)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to make permanent the services of casual labourers in railways (681)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to remove the difficulties of gangmen (682)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to implement para 291 (1) of Wanchoo Committee recommendations related to PWIs. and APWIs. (683)]

"That the demand under the head Ordinary Working Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to implement para 527 of Wanchoo Committee recommendations regarding supplying tools to PWIs and APWIs. (684)]

"That the demand under the head Ordinary Expenses—Operating Staff—be reduced by Rs. 100."

[Failure to implement para 105 (i, ii, iii, and iv) of Wanchoo Committee recommendations i.e. to treat PWIs. and APWIs. should be as junior

members of the management by restoring position and authority (685)]

"That the demand under the head --Ordinary Working Expenses--Operating Staff--be reduced by Rs. 100."

[Failure to implement paras 210-213 of Wanchoo Committee recommendations in relation to PWIs and APWIs. (686)]

"That the demand under the head Ordinary Working Expenses--Operating Staff--be reduced by Rs. 100."

[Failure to implement paras 250-252 of Wanchoo Committee recommendations concerning strength and living conditions of the gangmen (687)]

"That the demand under the head Ordinary Working Expenses--Operating Staff--be reduced by Rs. 100."

[Failure to implement paras 278-279 (I, II, and III) of Wanchoo Committee recommendations relating to PWIs and APWI. (688)]

SHRI GANESH GHOSH : (Calcutta South) : I beg to move :

"That the demand under the head Railway board be reduced by Rs 100."

[Failure to provide proper lighting arrangements in passenger trains. (689)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide proper lighting arrangements in passenger trains (690)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to observe punctuality in the running of trains particu-

larly the mail and express trains (691)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to supply drinking water in passenger coaches (692)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate drinking water facilities at railway stations (693)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce price of food supplied in restaurant cars and in restaurant rooms in stations (694)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Unwillingness of the railway administration to lay double lines between the Dum Dum Junction and Bangaon in the Eastern Railway (695)]

SHRI SURAJ BHAN (Ambala) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide any railway restaurant at Ambala city and Jagadhri railway stations (697)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to keep railway waiting room, bath rooms and lavatories clean and in hygienic conditions at Ambala city and Jagadhri railway stations (697)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce two additional passenger trains one each in the morning to and from Ambala city and Saharanpur despite repeated representations of the people (698)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to adjust the timings of the passenger trains between Ambala city and Saharanpur according to the requirement of the people (698)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce diesel shuttle service between Ambala city and Saharanpur to cope with the ever-increasing rush of passengers there (699)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to open a flag railway station between Ambala city and Ambala Cantt. railway stations (700)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to eliminate monopoly in the matter of book stalls at the railway stations (701)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to afford any relief to common man by reducing the existing exorbitant fare for III class railway passengers (702)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide minimum amenities to III class passengers (703)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to rationalise fare and freight structure so as to reduce passenger fares for class III passengers (704)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to avoid accidents (705)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to pay adequate compensation in respect of deaths in railway accidents (706)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to complete the quota reserved for S.C. and S.T. people in services (707)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to promote the S.C./S.T. employees in accordance with the standing orders of the Government (708)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the increasing harassment of S.C./S.T. Government employees (709)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the deliberate spoiling of service record of S.C. and S.T. employees (710)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to root out the practice of untouchability prevalent in the railway Department in one form or another (711)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to issue instructions for inclusion of one S.C. or S.T. officer in all departmental promotion or selection committees. (712)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to effect economy in the administration (713)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent theft and pilferage in stores, workshops and bigger yards (314)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop the use of sa-loons by railway officers (715)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce wide disparity in pay and service conditions of top officials and ordinary employees (716)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Policy regarding contract labour (717)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to stop retrenchment in the name of false economy in class III and class IV cadres even when the work load is increasing (718)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for withdrawal of all panel action in service against railway employees who participated in the general strike in 1960 (719)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to implement the assurance given in the last budget session to upgrade class III and Class IV posts to remove stagnation in these cadres (720)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide better housing facilities to low grade railway employees and porters (721)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide full equipment to the employees (722)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to enhance welfare amenities to the railway employees (723)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Anti-labour policy of the railway Board (724)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for providing special desert allowance for railway employees working in desert areas of Rajasthan on the pattern of other special allowances (725)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give quarters, foot wear and uniforms to casual labourers (726)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to withdraw court cases instituted against the employees as a result of token strike of 1968 (727)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to institute an autonomous Railway Corporation by abolishing the Railway Board (728)]

That the demand under the head Railway Board be reduced by Rs. 1."

[Failure to absorb the retrenched and surplus employees of the Railway Electrification Units in the proposed electrification of the Calcutta Circular Railway and other new electrification project in different railways (729)]

"That the demand under the head Railway Board be reduced by Re. 1."

[Failure to adopt a reasonable and justified policy towards the employees of the Railway Electrification unit, a large number of whom have been compelled to seek justice in the law courts (732)]

"That the demand under the head Railway Board be reduced by Re. 1."

[Failure to grant dearness allowance in conformity with the high cost of living (733)]

"That the demand under the head Railway Board be reduced by Re. 1."

[Failure to accept the policy of according recognition to Trade Unions by ballot in all the Indian Railways (734)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to withdraw and cancel all sorts of punishments given to employees for participating in 19th September 1968 token strike (735)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board (736)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to see to the fitness of the fittings and fixtures within the passenger coaches before such coaches are attached to long distance trains (737)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to replace fans and electric lights in the passenger

coaches, particularly of long distance trains after these are removed once (738)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Indifference of the railway administration towards comforts and amenities of Class III passengers. (739)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Keeping the coach attendants of the N. Railway under the Carriage and Wagon Deptt. to the grant disadvantage to their future promotion and service benefits while coach attendants of all other railways work under the Commercial Deptt. (740)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate promotion facilities to suitable class IV employees of the Railway Electrification Unit to class III cadres (741)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Denoting and retrenching large numbers of experienced employees of the Railway Electrification Unit after a particular electrification project is completed and handed over to the open line and recruiting new hands in their places as maintenance staff (742)]

SHRI G. VISWANATHAN : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish Railway Board (743)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to constitute Regional Autonomous Railway Corporations (744)]

SHRI BHOGENDRA JHA (Jainagar) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to recognize Purbosar Rail Majdoor Sabha as the representative Union of the employees of N. E. R. (747)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to recognise representative unions through periodical referendum (748)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to ensure workers' participation in management (749)]

"That the demand under the head Railway Board to reduced to Re. 1."

[Failure to ameliorate the grievances of Class III and Class IV employees (750)]

SHRI G. VISWANATHAN : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to increase the number of seats in Brindhavan Express at Katpodi and Jalarpet Junction (751)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to electrify trains between Madras and Bangalore (752)]

SHRI SURAJ BHAN : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide need-based minimum wages to the railway workers (753)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide adequate medical facilities to Class III and Class IV railway employees (754)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to have a separate Wage Board for railway employees (755)]

"That the demand under the head Railway Board be reduced to Rs. 1."

[Failure to recognise the Bharatiya Rail Mazdoor Sangh and its affiliate unions (756)]

"That the demand under the head Railway Board be reduced by Re. 1."

[Failure to provide residential accommodation to even 90 per cent of the Railway employees (757)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide modern signals on the Northern Railway (758)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to ensure punctual running of trains (771)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce electric trains in the Northern Region. (772)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check the theft of coal and timber wood by the Railway Officials for their domestic use (773)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to stop the increasing corruption from all wings of the Railway Administration (774)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to bifurcate Delhi Railway Division with headquarters of the new Division at Ambala (775)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to introduce or divert any mail train to run between Ambala and Sharanpur in day time (776)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Refusal to widen the Railway bridge on Choanala in between Ambala Cantt. and Dukheri N.R. Stations (777)]

"That the demand under the head Ordinary Working Expenses--Repairs and Maintenance be reduced by Rs. 100.

[Frequent absence of lights in the running trains in the Northern Railway (794)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct new Railway line between Jagadhri and Ludhiana via Chandigarh (805)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Refusal to lay double line between Ambala and Delhi via Karnal (806)]

"That the demand under the Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to have survey to construct a new line between Barara and Nahan (Himachal Pradesh) (807)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check the large scale pilferage of railway property (860)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to implement the recommendations made by Kunzru Committee and Wanchoo Committee for checking railway accidents (861)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to withdraw the saloon facilities provided to railway officers (862)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check the delay in running of trains at scheduled time (863)]

SHRI GANESH GHOSH : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to absorb all class III and class IV staff of the Railway Electrification Unit according to their existing pay, grade and position in the open lines after a particular electrification project is completed (911)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Compelling the Class III staff of the Railway Electrification Unit to appear before a Selection Committee to test their competence to continue in their existing pay and grade after a particular electrification project is completed (912)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Disapproval of Policy to shift the existing District Engineers office at Siliguri under the N.R. Railway to Katihar (913)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give any regular scale to the casual class IV

employees who have worked continuously for the last ten years in the Railway Electrification Organization (914)

"That the demand under the head Railway Board be reduced to Rs. 1."

[Break in services of the class IV casual staff working in Railway Electrification every three months to deprive them of any claim to a regular scale (915)]

"That the demand under the head Railway Board be reduced to Rs. 1."

[Purposefully changing the head-quarter of an electrification project to deprive the Railway Electrification staff working in that project of any claim to daily allowance (916)]

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide passenger amenities particularly about lighting and water supply in Class III bogies in slow-moving passenger trains as have become practically universal in the West Bengal area (917)]

SHRI RAMAVATAR SHASTRI : 1
beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take remedial measures to eliminate human failure in the context of railway accidents (920)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give special pay to all railway employees (921)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to fix pay in newscales vis-a-vis weightage of service already rendered by the S.Ms, A.S.Ms, and other railway employees (922)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of permanent negotiating machinery and compulsory arbitration at the desire of either party involved in dispute (923)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give rent free quarters and house rent allowance to all employees (924)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to fix not more than 8 hours work and overtime allowance to all employees (925)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to cancel suspension and charge-sheets orders against certain railway employees in Danapur division in Eastern railway (926)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for the payment of full compensation and full pay for the sick period to certain staff in Danapur division of Eastern Railway (927)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for making present to the Loco staff who were involved in a recent agitation at Mughalsarai and Danapur in Eastern Railway (928)]

"That the demand under the head Ordinary Working Expenses--Operating staff--be reduced by Rs. 100."

[Need to give political rights to the S. Ms. A.S.Ms. and other railway employees (929)]

"That the demand under the head Ordinary Working Expenses--Operating staff--be reduced by Rs. 100"

[Need of proper transfer Rules in respect of Head Office control posts and other posts for the S.Ms. and A.S.Ms. (930)]

"That the demand under the head Ordinary Working Expenses--Operating--staff be reduced by Rs. 100."

[Need of giving public holidays to S. Ms. A. S. Ms. and other railway employees (931)]

"That the demand under the head Ordinary Working Expenses--Operating staff--be reduced by Rs. 100."

[Failure to promote railway accounts clerks grade II to higher grades by virtue of seniority (932)]

"That the demand under the Head Ordinary Working expenses--operating staff--be reduced by Rs. 100."

[Failure to abolish App. II-A examination of accounts clerks and allow them to appear at App. III-A direct (933)]

"That the demand under the Head Ordinary Working Expenses--operating staff--be reduced by Rs. 100"

[Failure to promote accounts

clerks grade II upto the rank of sub-head (scale Rs. 210-380) on the basis of seniority and vacancies occur in the higher grade. (934)]

"That the demand under the Head Ordinary Working Expenses--operating staff--be reduced by Rs. 100."

[Failure to determine principles of wage determination keeping in view the decisions of the 15th Labour Conference, 1967 for the S.Ms., and A.S. Ms. (935)]

"That the demand under the Head Ordinary Working Expenses--operating staff--be reduced by Rs. 100."

[Need of classification of services for the S. Ms., and A.S. Ms. (936)]

"That the demand under the Head Ordinary Working Expenses--operating staff--be reduced by Rs. 100."

[Need for disciplinary rules including classification, control and Appeal Rules for S. Ms., and A.S. Ms. (937)]

"That that demand under the Head Ordinary working expenses--operating staff--be reduced by Rs. 100."

[Need of promotion to the S. Ms., and A. S. Ms. (938)]

"That the demand under the Head Ordinary Working Expenses--operating staff--be reduced by Rs. 100."

[Need of changes in the structure of emoluments and condition of services with the object of achieving rationalisation, simplification, uniformity and purity to the fullest degree possible of S. Ms. and A. Ms. (939)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of taking back for training to trade apprentices whose

[Shri Ramavtar Shastri]

names have been removed in Danapur Division of E. Railway. (940)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for regular promotion to railway staff against the existing vacancies as per seniority. (941)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to treat running room cooks, bearers as regular. (942)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to meet 5 point demand of the loco mechanical staff of Danapur Division of Eastern Railway. (943)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to arrange trade test for loco shed staff. (944)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to absorb substitutes against the existing vacancies in Danapur Division of E. Railway. (945)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to cancel transfer orders of cleaners and BTMS in Danapur Division of E. Railway. (946)]

"That the demand under the head

Railway Board be reduced by Rs. 100."

[Need of promotion to grade 'A' Firemen at Danapur and supply of uniforms to them. (947)]

"That a demand under the head Railway Board be reduced by Rs. 100."

[Need of calculating mileage allowance from 'signing on to' 'signing off' all running staff (948)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of treating checking railway staff as running staff. (949)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for making leave rules for all railway employees. (950)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving medical facilities to all railway employees. (951)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving educational assistance to all railway employees. (952)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving allowances to all railway employees. (953)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of immediate scrapping of Govt. Servants' Conduct Rules for railway employees. (954)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving passes and other leave travel concessions to all railway employees (955)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving trade union rights to all railway employees and evolving policy of recognition and giving negotiating facilities to unions and service a associations. (956)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving amenities and facilities to railway employees (957)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of raising age of superannuation. (958)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give retirement benefits to all employees. (959)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving interim relief to all railway employees. (960)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving uniforms and protective clothings to the employees. (961)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of staff welfare measures. (962)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of scrapping confidential reports. (963)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend financial assistance to Samastipur college by Railway Board in view of the fact that a large numbers of wards of Railway employees are studying in the the said college. (965)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to upgrade the middle school in Garhara (Barauni) to a Higher Secondary School. (966)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a board gauge line from Samastipur to Darbhanga keeping in view the importance of airport in Darbhanga which may be used also for the war purpose. (967)]

"That the demand under the head

[Shri Ramavtar Shastri]

Railway Board be reduced by Rs. 100."

[Need to introduce a new train 'Mithila Mall from Samastipur to Delhi. (968)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Need to open primary schools in each Railway Colony in Garhara (Barauni) in view of the number of Railway employees there which is about 5,500. (969)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to discontinue the practice of not serving meals once a week in departmentally run Canteens on N.E. Railway. (970)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a stoppage of Janta Express, at Gulzaribagh Station Railway. (971)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide a stoppage of Tata Express at Patna City Station on Eastern Railway. (972)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduce a train from Ranchi to Patna in the morning. (973)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide attendants in

all I class and III class sleeper coaches. (974)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make immediate arrangement for residential accommodation for class III and class IV employees of Samastipur Division (Northern Railway). (975)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to meet the justified demands of train clerks and to remove their difficulties. (976)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accede to the demands put forward in writing to the Divisional Superintendent on 30th July, 1969 by the class IV train lighting staff of Danapur Division on Eastern Railway. (977)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give up the discriminatory policy of supplying uniforms to Fitters and Khallasis in Electricity department of Eastern Railway and Fitters Khallasis of North and North Eastern Railways. (978)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make satisfactory arrangements to provide drinking water at Parsa, Pothahi, Nadaul, Taregana and all other stations on Patna-Gaya line of Eastern Railway. (979)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make proper arrangements of lavatories and lighting at Parsa, Pothahl, Nadaul, Taregana and all other stations on Patna—Gaya line of Eastern Railway. (980)]

"That the demand under the head Railway Board be reduced by Rs.100."

[Need to stop direct recruitment of guard 'C' (Rr. 130-225) and the quota should at least be immediately restored to the train clerks as was prevalent prior to 1958. (981)]

"That the demand under the head Railway Board be reduced by Rs. 100 "

[Need to open promotion to Commercial Department for Train Clerks and to fix a percentage thereof, (982)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of redesignating "Trains Clerks" as "Vehicle Movement Controller" in accordance with the nature of working. (983)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of bringing percentage of up-gradation of Trains Clerks at the par with other class III categories. (984)]

"That the demand under the head Railway Board be Reduced by Rr. 100."

[Need of giving recognition to All India Trains Clerks Association. (985)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving facilities such day duty, routine shed duty, pay scale, percentage of up-gradation, gazetted holidays and service condition to Trains Clerks as enjoyed by office clerks in railways. (916)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving over-time facility to the Mechanical Staff in the Western Railway as enjoyed in other Railways. (987)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Need of implementing all decisions of the Railway Board in the Western Railway regarding Mechanical Staff. (988)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of abolishing the posts of B. T. M. fitters and promoting them to the posts of fitters in the Western Railway as has been done in other Railways. (989)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of fixing avenue of promotion to the carpenters, black smiths, and tin smiths working in the Western Railway Loco Sheds. (990)]

"That the demand under the head Railway Board be reduced by Rs, 100."

[Need of giving same facilities to the Turners in the Loco Sheds which are enjoyed by the Machinists. (991)]

[Shri Ramavtar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of improving the conditions of the Boiler makers in Loco Sheds. (992)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving promotion to the mechanical staff according to the skill and work allotted. (993)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in confirming the services of the Mechanical Staff. (994)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Non-payment of overtime dues to the Supervisors of breakdown trains since September, 1969 in the Western Railway. (997)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of conducting highly skilled tests in the Western Railway. (998)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving preference to senior Khalasis of Steam Loco Sheds in Diesel Sheds. (999)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of doubling the wages of Loco Shed fitter Khalasis than other Khalasis. (1000)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of raising the wages of fitters in view of their work and responsibilities. (1001)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of reducing work load of the Mechanical staff. (1002)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of keeping adequated stocks in the tool room of Delhi Loco Shed. (1003)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of keeping and maintaining First Aid Box in the Delhi Loco Shed which is absent these days. (1004)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of implementing day-to-day officiating duty of fitting staff in the Delhi Loco Shed. (1005)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of upgrading all S. S. Posts of Maintenance Staff in Delhi Division of N. Railway. (1006)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of restoring all privileges denied to 24 Loco Shed Staff of Delhi after restoring break in service of the Railway employees. (1007)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Denial of right to senior staff for Diesel training in the Western Railway. (1008)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of paying officiating allowance to all eligibles and to prepare shedwise panel in Ferozpur Division, Northern Railway. (1009)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to pay overtime payment to all who work above their restored duty hours accordingly and to maintain record by L.F. JUC. in Ferozpur Division of Northern Railway. (1010)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in regular maintenance of track in the Delhi Loco Shed. (1011)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Functioning of the Canteen of Delhi Loco Shed and need for fresh election of the Canteen Committee. (1012)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of removing trouble being experienced about tipped tools in the Delhi Loco Shed. (1013)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in the implementing of class IV staff recommendations and 25 per cent upgradation of staff as per recommendation of Shankar Sharans Award. (1014)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in supplying uniforms to Loco Mechanical Staff as per recommendation of Das Commission. (1015)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of stopping violation of Hour of Employment Rules by the local administration at Jullundur City in Northern Railway. (1016)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need of regular cleaning of dugs for easy repair work of engines at Jullundur City in Northern Railway. (1017)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of continuing half day leave for religious functions in Ferozpur Division of Northern Railway. (1018)]

"That the demand under the head Railway Board be reduced by Rs. 100'.

[Need of keeping tools rooms opened for 24 hours and providing them according to requirements in Ferozpur Division of Northern Railway. (1019)]

[Shri Ramavtar Shastri]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to introduced one day more delux train to Calcutta via Patna and back, (1032)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to allot a quota of seats for MPs in deluxe trains running between Delhi and Calcutta and *Vice versa.* (1033)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need to avoid accidents and to pay adequate compensation to the next kin of casualties among passengers. (1034)]

"That the demand under the head Railway Board be reduced by Rs. 100 "

[Failure to give employment to the family members of those employees who get injured during service or those who retire. (1035)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to withdraw cases against those railway employees who took part in September 19, 1968 strike. (1036)]

"That the demand under the head Railway Board be reduced by Rs. 100.

[Failure to check thefts of goods valued at crores of rupees every year from Jamalpur railway workshop. (1037)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Indifferent attitude of the Railway Board in sanctioning posts for Hindi work in the office of the Railway Board and keeping the post of Joint Director (Hindi) vacant since its creation. (1038)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of using national languages mentioned in the Eighth Schedule to the Constitution in the office of Railways in the States. (1039)]

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to supply broken coal to locomotives as per rules. (1040)]

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to check large scale pilferage and wastage of coal. (1041)]

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to check corruption in cases of accepting inferior coal from contractors and paying them for superior coal. (1042)]

"That the demand under the head Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Failure to check sale of fake tickets. (1043)]

"That the demand under the head Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Need to check large scale wastage of stationary (1044)]

"That the demand under the head Ordinary Working Expenses—Operation other than staff and fuel be reduced by Rs. 100."

[Need to check ticketless travel with a heavy hand. (1045)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Misuse of Railway Territorial Army composed of Railway employees at the time of last one day token strike on 19th September, 1968 and at other occasions to suppress the legitimate agitations of Railway employees. (1058)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in conceding the just and legitimate grievances of the Railway employees working in the Patratu Diesel Engine Shed. (1059)]

SHRI SURAJ BHAN : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate staff in the Ambala Cantt. Railway Hospital. (1060)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to appoint a waterman at Kalanau Railway Station (Northern Railway). (1061)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide electricity at Kesri Railway Station (Northern Railway) and the staff quarters attached with the Railway Station. (1062)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to improve the sanitary conditions in the railway colony, Ambala Cantt. (1063)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide electric fans at the exit gates of Ambala Cantt. Railway Station (Northern Railway) (1064)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electricity at Kalanau Railway Station (Northern Railway) and the staff quarters attached with the Railway Station. (1065)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Lack of even basic civic amenities in the Rampura Railway Colony at Ambala Cantt. (1066)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to improve the sanitary conditions in the railway colony, Ambala Cantt. (1067)]

[Shri Suraj Bhan]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Unsatisfactory working of Railway Hospital at Ambala Cantt. (1068)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inadequate medical facilities to the Railway employees of Ambala Cantt. and Ambala City. (1069)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inordinate and avoidable delay in settlement of personal cases of staff of Kalka Railway Workshop. (1070)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inadequate medical facilities to the Class III and Class IV staff of Kalka Railway Workshop. (1071)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Gradually decreasing strength of Kalka Workshop and the undue, unwanted and discriminatory transfers of staff therefrom. (1072)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Deteriorating relations of Administration and staff of Kalka Railway Workshop. (1073)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to improve the streets, drinking water arrangements and street lights in the Railway Colony—(DHOL Type) at Kalka (Northern Railway). (1074)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to demolish DHOL Type quarters prepared out of tin sheets which are useful neither in winter nor in summer and instead construct new modern residential quarters for the staff at Kalka. (1075)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of the Railway Administration to remove the grievances of S. C. employees in the Railway Workshop, Jagadhri pertaining to their promotion. (1076)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electricity at Lalru Railway Station (Northern Railway) and in the Railway staff quarters attached with the said railway station. (1077)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide separate urinal/latrines for Railway staff at Ambala Cantt./City Railway Stations. (1078)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove congestion on platform on account of mail

bags of RMS at Ambala Cantt. Railway Station. (1079)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to set up adequate retiring rooms at Ambala Cantt. Railway Station. (1080)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to make provision for supply of beddings at Ambala Cantt. Railway Station. (1081)]

belonging to Light Railway and to convert it into broad gauge line. (1086)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to raise the amount being provided by the railways to the Khaqaul Municipality as aid because thousands of Railway employees are living there. (1087)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check incidents of hooliganism with railway labourers and in their colony in Garhara, which is the centre of Eastern and North Eastern Railways. (1088)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend the present over-bridge in Thana Bihpur junction station, North Eastern Railway, towards the North. (1089)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to open a D.T.S. office in Sonapur, North Eastern Railway (1090.)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to find a solution to the crisis imminent due to erosion by river Ganges to Manasi station of North Eastern Railway. (1090)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide facility to ask questions and receive replies in Hindi and other languages listed in the Constitution during interviews by the Railway officials. (1083)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to shift the office of Assistant Station Master in Patna near the main gate. (1084)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to construct a pucca overbridge in Methapur near Patna junction in Eastern Railway. (1085)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take over the railway between Fatuha and Islampur

[Shri Ramavtar Shastri

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a waiting room for III class passengers on Thana Bihpur junction station on North Eastern Railway. (1092)]

SHRI SURAJ BHAN : I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give adequate grades to Power Cabin staff of Delhi Main. (1094)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give cash compensation to the commercial staff where their rest falls on National Holidays. (1095)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands of firemen (1096)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the demands of firemen (1097)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line from Jagadhri to Paonta Sahib in Himachal Pradesh (Northern Railway) (1098)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to accept the outstanding demands of Railway Guards. (1099)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start medical reimbursement system in the Railways. (1100)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend tuition fee reimbursement to railway staff up to graduation. (1101)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for proving public call booths at Ambala City, Ambala Cantt. and Jagadhri Railway Stations. (1102)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct raised platforms at Kalanpur Railway Station. (1103)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give lunch break to all commercial clerks. (1104)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give some special allowance to all Commercial Clerks who have to handle cash. (1105)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to revise the strength of commercial staff in the Railway specially at Ambala, New Delhi and Delhi. (1106)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to have a shed and pucca platform on parcel sidings at New Delhi. (1107)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the percentage of upgradation of posts of Commercial Clerks. (1008)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make provision for absorption of staff declared medically unfit in their respective Departments. (1109)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to supply adequate new hand barrows and repair the old ones at Ambala City and Ambala Cantt. Railway Stations (1110)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to supply adequate hand barrows and repair the old ones at New Delhi Railway Station. (1111)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of calculating the duty hours of all the running staff from

"signing on" to "signing off." (1112)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for improving the system of confidential reports. (1113)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of giving immediate interim relief to the Railway employees. (1114)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to treat checking railway staff as running staff. (1115)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to have changes in the pay structure and service conditions with the aim of having rationalisation, simplification and uniformity in the case of S.Ms and A.S.Ms. (1116)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to stop automation in the Railway (1117)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to decentralise relief arrangements for S.Ms./A.S.Ms. in Jodhpur Division (N. Railways) (1118)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give desert allowance to the Railway employees wor-

king in the desert areas of Rajasthan (1119)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide any channel of promotion for Railway School teachers. (1120)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to improve working conditions of primary schools under the Railways. (1121)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide adequate number of latrines/bath rooms to the essential service staff in Railway Colony of Loco Shed Delhi (1122)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Impropriety of forcing the senior running staff to live in one room quarter with family in the loco Shed Colony, Delhi. (1123)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide separate latrines/bath rooms for class IV staff in the Railway Colonies. (1124)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give children education allowance to Railway employees on the pattern of other Central Government employees. (1125)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electric fans to class IV Railway employees in their residential quarters. (1126)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide electric bulbs in stairs and street lights in Railway Colonies in Delhi/New Delhi. (1127)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to restore issue of uniforms to Daftrics. (1128)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to improve quality specially the stitching of uniforms. (1129)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give casual leave to the staff of Railway Printing Press as admissible to Government of India printing presses. (1130)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to arrange stoppage of passenger trains near Railway Printing Press at Delhi to suit the Railway Staff of that Press. (1131)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to have any job analy-

sis in Ferozpur Division (Northern Railway) (1132)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to have job analysis of Drawing staff in all the railways (1133)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to treat parcel delivery clerks as running staff. (1134)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to extend C.G.H.S. medical facilities to the Railway staff where Railway Hospitals are not in existence. (1135)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide jobs in Railways to Scheduled Castes and Scheduled Tribes according to quota. (1136)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide more facilities to passengers of III class in Railways. (1137)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to change present course of Ganga river and connect it with its old course for checking the erosion of Manal Station on N.E. Railway from the river as was suggested by Dr. K. L. Rao, the Minister of Irrigation and Power. (1138)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in implementing suggestions put forth in the Zonal Informal Consultative Committees of Railways. (1139)]

SHRI B. K. DASCHOWDHURY (Cooch Behar) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Futility to main-ain the Railway Board with present top-heavy administration. (1142)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Futility of increasing expenditure in each and every year under the head Railway Board (1143)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to reduce the number of members of the Railway Board as suggested by the Administrative Reforms Commission. (1144)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to increase efficiency of the Administration. (1145)]

"That the demand under the head Miscellaneous be reduced by Rs. 100."

[Failure of Research, Designs and Standards Organisation to invent any new train control machine in order to avoid collision. (1146)]

"That the demand under the head Miscellaneous be reduced by Rs. 100."

[Failure of appreciating the Electronic Safety Device Machine as invented by a young scientist of Alipurduar, now working as an employe of the N. F. Railway, which works on the Principle of M. M. R. (Modified Minature Radar) and automatically controls the Railway Engine, avoid accidents, and speed up movement of the trains. (1147)]

"That the demand under the head Miscellaneous be reduced by Rs. 100."

[Failure of taking up the survey work to convert the existing metre gauge Line into broad gauge line from New Cooch Behar to Gitaldah and Bamanhat, in N. F. Railway. (1148)]

"That the demand under the head Miscellaneous be reduced by Rs. 100"

[Failure of taking any step for the survey of two new lines from New Cooch Behar to Hasimara and New Cooch Behar to Golakganj in Assam, in N. F. Railway. (1149)]

"That the demand under the head ordinary working Expenses-Administration be reduced by Rs. 100."

[Need to improve the efficiency of officers and their relations with the employees. (1150)]

"That the demand under the head ordinary working expenses--Administration be reduced by Rs. 100"

[Need to decrease the number of existing officers. (1151)]

"That the demand under the head ordinary working expenses-Administration be reduced by Rs. 100."

[Need to include one member from and amongst Scheduled Castes and Scheduled Tribes in the Railway Service Commission to ensure that persons belonging to Scheduled Castes and Scheduled Tribes do get better representation in Services. (1152)]

"That the demand under the head ordinary working expenses-Administration be reduced by Rs. 100."

[Need to remove area officers wherever they are appointed. (1153)]

"That the demand under the head ordinary working expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure of dieselisation of the D. H. section in the N. F. Railway as suggested by the Committee on uneconomic lines. (1154)]

"That the demand under the head ordinary working expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure of restoration of Haldibari-Jalpaiguri and Laloguri-Changrabhandi Branch lines of the N. F. Railway, which were damaged by the great October deluge in North Bengal in 1968. (1155)]

"That the demand under the head Ordinary Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Failure of maintaining a Loco-garage and Loco-running shed

at New Coach Behar (B.G.) in the N.F. Railway (1156)]

"That the demand under the head Ordinary Working Expenses-Repairs and Maintenance be reduced by Rs. 100."

[Need to construct a carriage and wagon workshop at New Cooch Behar in N. F. Railway, which was originally planned. (1157)]

"That the demand under the head Ordinary Working Expenses-Operat-Staff be reduced by Rs. 100."

[Need to give overtime and night duty allowances to all operating staff. (1158)]

"That the demand under the head Ordinary Working Expenses-Operat-Staff be reduced by Rs. 100."

[Need to open up scopes for signallers and telecommunication employees to higher promotion. (1159)]

"That the demand under the head Ordinary Working Expenses-Operat-Staff be reduced by Rs. 100."

[Need to improve the service conditions of signallers and telecommunication employees. (1160)]

"That the demand under the head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100"

[Need to appoint a Committee to review the activities of some vindictive officers in N.F. Railway like Area Officer, D.C.S D.O.S. for their vindictive orders against employees. (1161)]

"That the demand under the head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

grievances Cell or Council, with three persons, representing the Railway, the employees and a retired Judge of High Court, where employees may file their grievances after exhausting departmental procedures. (1162)]

"That the demand under the head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to open subsidised hostels attached to schools in the N.F. Railway for the benefit of employees children. (1163)]

"That the demand under the head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to give due recognition to various categories of associations. (1164)]

"That the demand under the head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to provide more money for Mass Rapid Transit System in Calcutta City. (1165)]

"That the demand under the head Construction of New Lines-Capital And Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to expedite the Circular Railway Project for Calcutta. (1166)]

SHRI RAMAVTAR SHASTRI : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of kipping Delhi Loco shed pits always clean and for this improvisation injector steam should be used. (1208)]

"That the demand under the head Railway Board be reduced by Rs. 100."

regular supply of materials with tools for maintaining Loco sheds and for technical efficiency. (1209)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of implementing Kunzru Committee recommendation regarding reduction of jurisdiction of P.W. Is. (1210)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of implementing recommendation of Kunzru Committee regarding relinquishing P.W. Is. of stores charges. (1211)]

"That the demand under the head Railway Board be reduced by Rs. 100"

[Need of implementing Wanchoo Committee recommendation regarding Gazetted rank for P.W.Is. at important stations. (1212)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to pay wages to casual labourers at par with the permanent labourers as they do the same work. (1213)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Need of increasing cadre strength of permanent gangs. (1214)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase the strength of leave reserves and rest-givers. (1215)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of relieving P.W.Is. and A.P.W.Is. of all non-technical responsibilities without any further delay. (1216)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of fixing of specific responsibilities on category basis on P.W. Is. and their subordinates and to amend the General and Subsidiary Rules accordingly. (1217)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of declaring Keymen and Mates as skilled supervisors and Gangmen assemi-skilled category (1218)]

"That the demand under the head Railway Board be reduced by Rs 100."

[Need of bringing at per the pay scale of Keymen and Mates with the Mechanical Signal Maintainer of Signal and Telecommunications Department. (1219)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of fixing pay scale of A.P.W. Is.—250 to 380 (which is the present starting pay for P. W. Is.) as interim arrangement. (1220)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of fixing specific duty hours of P.W. Is. and A.P.W.Is.

as well as their periodic rest and holidays. (1221)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of special allowance for A.P.W.Is. for high speed routes where higher grade P.W.Is. are stationed. (1222)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of removing disparity with respect to allowances, such as night allowance, breakdown allowances etc. (1223)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to look into the needs of P. W. Is. and A. P. W. Is. regarding accommodation, medical, children's education etc. (1224)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of removing all the grievances of the P. W. Is. and A.P.W.Is. (1225)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to increase percentage of promotion of P.W. Is. which is at present 7 per cent. (1226)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of implementing B.T.M. policy in all the Loco sheds in Northern Railway. (1227)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of abolition of semi-skilled posts and upgrading them as skilled posts in all Loco sheds of Northern Railway. (1228)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of imparting diesel training to supervisors FICs in Loco sheds of Northern Railway. (1229)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need of stopping direct recruitment of FICs in all diesel sheds in Northern Railway. (1230)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to cancel FIC grade 'A' selection Panel published on 27-12-69 vide G.M. (P) letter No. 755-E/216 (ENC), Northern Railway (1231)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to withdraw the recognition of National Federation of Indian Railwaymen. (1232)]

SHRI P. G. SEN (Purnea) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of maintaining coaches in proper order, (1233)]

[Shri P. G. Sen]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to give uniform treatment to the T.T.E's in regard to their T.A. reckoning them as running staff in all the railways. (1234)]

SHRI BENI SHANKER SHARMA :

I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for stopping mail and express trains at Naugachia in North Bhagalpur which is a great business centre. (1243)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start a new train between Baidyanathdham and Jesidih between 22 hours and 02 hours to provide connections with up and down trains at Jesidih for passengers from Baidyanathdham, majority of whom are pilgrims from different parts of the country. (1244)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach a bogie direct for Patna in the train leaving Baidyanathdham in the night to enable the Baidyanathdham passengers to reach Patna in the morning. (1245)]

SHRI P. G. SEN : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide a substitute for the retired incharge of the

night shift at Katihar Enquiry office. (1246)

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to provide sufficient funds to broad gauge the Katihar Barauni line, being the only line of the sensitive area, without delay. (1247)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to change category and designation of the mistry and chargeman having identical duty to perform to one grade as chargeman. (1248)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for protection works in Barauni-Katihar line at Manshi in view of the displacement of local inhabitants. (1249)]

"That the demand under the head Railway board be reduced by Rs. 100."

[Failure to provide sleeper coaches for night travels in passenger trains. (1250)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to remove congestions in the trains. (1251)]

SHRI SURENDRANATH DWIVEDI (Kendrapara) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 100."

[Delay in the construction of Cuttack-Paradip railway line and

- reversal of the decision of the Minister by Railway administration. (1252)
- "That the demand under the head Railway Board be reduced by Rs. 100 "
- [Halt of express train at Koral railway station on S.E. railway (1253)]
- "That the demand under the head Railwar Board be reduced by Rs. 100."
- [Need to start passenger train between Boroli and Bolani mines area in the district of Koenjor of Orissa. (1254)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Lease of railway lands to cultivators at Hardaspur and Garh-Madhupur railway station area on S.E. railway. (1255)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Stepping up the running time of Utakal Express from Delhi to puri. (1256)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Elimination of stagnation of train controllers. (1257)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Restoration of fringe benefits withdrawn after the amalgamation of dearness allowance with basic pay. (1258)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Need to give night allowance to all control staff irrespective of their pay scales who perform night duties. (1259)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Provision of centralised air conditioning as per Railway Board's instructions. (1260)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Amalgamation of grade I and grade II of train controllers. (1261)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Provision of latest means of communication in control offices. (1262)]
- "That the demand under the head Railway Board be reduced by Rs. 100."
- [Need to declare Deputy Train Controllers as 'Intensive' workers instead of 'Continuous. (1263)]

SHRI BENI SHANKER SHARMA :
I beg to move :

"That the demand under the head Ordinary Working Expenses-Admins tration be reduced by Rs. 100."

[Need to improve the service conditions of Guards, Travelling Ticket Examiners and Attendants in Reserved Compartments. (1264)]

[Shri Bani Shanker Sharma]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure to check pilferage of fitting and fixtures in running coaches. (1265)]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to put special guards to check pilferage at the yards, where the trains are kept overnight for washing and cleaning operations. (1266)]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to separate vegetarian and non-vegetarian catering and put them in charge of separate contractors. (1267)]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need of a bridge between Sahibganj (on Sahibganj Loop) and Katihar to provide easy approach for thousands of daily passengers who have to spend seven hours to cover a distance of 31 kilometers. (1268)]

"That the demand under the head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure to keep the batteries properly charged in trains running on Sahibganj loop resulting in total darkness at times, giving splendid opportunity to thieves and pick-pockets. (1468)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head

Railway Board be reduced by Rs. 100."

[Need of fixing pay scales of P.Ws. Rs. 335-Rs. 485 and Rs. 450-Rs. 575 as interim arrangement (1284)]

SHRI BENOY KRISHNA DASCHODHURY : I beg to move :

"That the Demand Under the Head Railway Board be reduced by Rs. 100."

[Failure to treat T. T. Es. as running staff of the trains and also to refer the issue to one-man tribunal set up by the Railway Ministry through agreed upon earlier by the Railway Board (1285)]

"That the Demand under the Head Ordinary Working Expenses- Operating Staff be reduced by Rs. 100."

[Need to declare the duty hours of Station Masters and Assistant Station Masters on continuous duty rosters and not on intermittent duty (1286)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Restricting avenues of promotion of T. T. Es. by deploying class IV staff in charge of two-tier and three-tier sleeper coaches in N. F. Railway instead of T. T. Es. (1287)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Stagnation in the cadre of T. T. Es. due to filling up posts by medically decategorised staff from other departments and assigning them seniority over serving ticketing staff (1288)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Unwarranted punishments to force a particular quantum of earning compulsorily by each travelling-Ticket Examiner in N. F. Railway (1289)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Harassment caused to T. T. Es. by not allowing the use running rooms even while on duty (1290)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Utilisation of 7½ per cent upgraded posts of T. T. Es. 'A' on inspection jobs and to that extent diminishing the working cadre of Ticket checking staff with the existing workload (1991)]

SHRI K. M. MADHUKAR : I beg to move :

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to introduce more diesel-engines to replace steam engines (1292)]

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 109."

[Failure to make required progress in introducing more electric engines to replace steam engines (1293)]

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to make adequate arrangements for the safety of

goods during loading and unloading from broad gauge line to metre gauge line and vice versa (1294)]

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to check theft and pilferage of goods during loading and unloading (1295)]

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to reduce the heavy expenditure being incurred to meet claims for damages as a result of irregularities during loading and unloading of goods (1296)]

"That the Demand under the Head Ordinary Working Expenses-Operation Other than staff and fuel be reduced by Rs. 100."

[Failure to check the number of cases of claims for-damages (1297)]

"That the Demand under the Head Construction of New lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to extend N. E. Railway direct from Narkatiganj to Gorakhpur by constructing a bridge at Varanasi (1298)]

"That the Demand under the Head open line works-Capital Depreciation Reserve Fund and Development Fund be reduced by Rs. 100."

[Acute dearth of Housing facilities for class III and class IV employees and casual workers (1299)]

"That the Demand under the Head

[Shri K. M. Madhukar]

Pensionary Charges-Pension Fund be reduced by Rs. 100."

[Failure to give special facilities to those employees who come from drought, famine and flood stricken areas (1300)]

"That the Demand under the Head Ordinary working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to spend adequate money on medical facilities to class III and class IV Railway employees and casual workers (1301)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to provide proper uniforms at appropriate time to Railway sweepers, watermen and other class III employees (1302)]

That the Demand under the Head Ordinary working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to replace the quarters lacking minimum facilities for human living for pointsmen, Khallasis and other employees of lower class (1303)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to increase the facilities in Railway staff quarters at Railway Stations except junctions (1304)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to check the water logging near quarters of Railway employees at Chakia station on N.E. Railway (1305)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs 100."

[Failure to construct a pacca road upto the colony of Railway employees at Chakia station on N.E. Railway (1306)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to set up a High School for the benefit of children of Railway employees at Muzaffarpur junction on N.E. Railway (1307)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced Rs. 100."

[Failure to remove the inadequacy of medical facilities provided in the hospital for Railway employees at Muzaffarpur junction on N. E. Railway (1318)]

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Failure to improve the quality of food stuff supplied in canteens for Railway employees (1309)]

"That the Demand under the Head Appropriation to Pension Fund be reduced by Rs. 100."

[Failure to check bribery, delay and redtapism in pensions to Railway employees (1310)]"

"That the Demand under the Head Open Line Works—(Revenue) be reduced by Rs. 100."

[Failure to provide various amenities such as reading rooms, playgrounds, etc. to Railway employees at Motihari Station on N.E. Railway (1311)]

"That the Demand under the Head Open Line Works—(Revenue) be reduced by Rs. 100."

[Neglecting the facilities in quarters, lighting arrangements, repairs of roads, etc. at Motipur Mahwal, Chakia, Mehsl, Pipra and other Stations on N.E. Railway (1312)]

SHRI J. M. BISWAS (Bankaura) : I beg to move :

"That the Demand under the Head Railway Board to reduced by Re. 1."

[Unnecessary introduction of Electronic Computer in Offices threatening job security of thousands of office staff and damaging future employment potentiality (1313)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Unnecessary introduction of automatic track maintenance machine, threatening job security of large number of Gangmen and damaging future employment potentiality (1314)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fight out red-tapism in Railways (1315)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop automation in Railways (1316)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to carry the dining car by Kalka-Dehli-Howrah Mail

upto Howrah instead of detaching the same at Mughalsarai (1317)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Misuse of Railway Territorial Army composed of Railway employees in suppressing the legitimate agitations of Railway employees (1318)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to adopt a permanent solution so that the Railway employees on duty are not physically assaulted by the travelling public for detention of trains (1319)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay need-based minimum wage to the railwaymen (1320)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise one union in one zone and one All India Federation of Railway Employees on the support of majority of employees (1321)]

"That the Demand under the Head Ordinary Working Expenses-Operation (Fuel) be reduced by Rs. 100."

[Failure to check corruption in case of accepting inferior coal from private coal mine owners and paying them the price of superior coal (1322)]

"That the Demand under the Head Construction of New Lines-Capital

[Shri J. M. Biswas]

and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to expedite the construction work of the Circular Railway Project for Calcutta (1323)]

"That the Demand under the Head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct broad gauge line from Purulla to Kotsilla in S.E. Railway and replace entire N.G. line to B.G. in BDR which has been taken over by the S.E. railway from a private party (1324)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to cut drastically the number of top officers in all departments of the Railway and restoring the number of class III and class IV staff employees (1325)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply regularly the clothings of gangmen (1326)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide adequate medicine for the railway dispensaries and hospitals and also increase the number of doctors for railway hospitals (1327)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fix up not exceeding 8 hours duty for all categories of Railway staff (1328)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to observe impartiality in selecting railway employees for rewarding them for commendable service (1329)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop recruitment of class I officers for railway services (1330)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to amend Adjudicator's award in fixing up the duty of running staff (1331)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to scrap the 'economy drive' slogan in the Railways resulting in surrender of establishments, surrender of posts in higher scale and threatening job security of large number of employees (1332)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need of scrapping of Government Servant's Conduct Rules for railway employees (1333)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need of abolition 'C' grade in Guard's category promoting all the 'C' grade Guards to the post of 'B grade (1334)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to absorb all shed and running staff of steam locomotive against the vacancies of shed and running staff to Electric or diesel locomotives after electrification or dieselisation as the case may be (1335)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to restore full trade union rights to Railway Protection Force staff and Railway school teachers (1336)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reduce the difference between the lowest and highest pay in the Railways to 1-10 (1337)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to eradicate favouritism, nepotism and other corrupt practices in matters of promotion, posting, fixation of seniority etc. of the class III and class IV category employees (1338)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement the recommendations in full of Class IV Staff Promotion Committee (1339)]

"That the Demand under the Head

Railway Board be reduced by Rs. 100."

[Failure to pay an interim relief of Rs. 60/- to each of the Railway employee keeping in view the rise in cost of price index (1340)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reinstate all employees back to their service who were removed from services under article 311 (2) (c) of the Constitution (1341)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel all orders of transfer served on the railway employees for their trade union activities particularly after the September 19, 1968 strike (1342)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to withdraw court cases against those Railway employees who took part in September 19, 1968 strike (1343)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reinstate all Railway employees back to their services who were removed from services in connection with the September 19, 1968 strike (1344)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to treat the travelling ticket examiners as running staff (1345)]

[Shri J. M. Biswas]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply standard food to the passengers in dining cars and refreshment rooms (1346)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce an Express train either from Tota or from Chakradharpur via Purulia, Bankura and Midnapur districts headquarters stations to Howrah and back (1347)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a road over-bridge at Anara station in S.E. Railway covering both the up and down yards (1348)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement complete decasualisation of labour (1349)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay authorised scales of pay to the casual labour after completing 6 months of service with or without breaks (1350)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop mal-practices in distributing Railway land for agricultural purpose in Adra Division of the South Eastern Railway and make arrangements to simplify the process of distribution (1364)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop mal-practices in distributing Railway land in Railway markets in Adra Division of the South Eastern Railway for construction of shops (1365)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for reclassification of Ramsagar station in Adra-Kharagpur section on the South Eastern Railway from a flag station to 'B' class station and also remodelling of the said station platform providing an over-bridge from North to South over the railway track (1366)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for electrification of all the station platforms in between Adra-Kharagpur section of the South Eastern Railway (1367)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to supply drinking water to the travelling passengers at all stations between Purulia and Kharagpur in South Eastern Railway (1368)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to maintain the 3rd class waiting rooms at all Station between Purulia and Kharagpur in South Eastern Railway up to the standard and make arrangements for proper cleaning of the waiting rooms and the lavatories provided at the station premises (1369)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need for eight hours duty only for Token porters, Points men, Cabin lever men and other operating staff posted at different stations in Adra division of South Eastern Railway (1370)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to arrange sufficient protection for Guards and Drivers from being manhandled by the miscreants while performing their duties (1371)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to award the contract of supplying trucks to the Divisional Medical Officer, South Eastern Railway, Adra for conservancy work, to the South Eastern Railway Multipurpose Labour Contract Co-operative Society Ltd., Adra, under the influence of the private contractors (1375)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement recommendation of the Planning Commission in matters of awarding contract to the labour contract co-operative societies. (1376)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to eradicate corruption in matters of dealing with the Labour Contract Co-operative Societies (1377)]

"That the demand under the Head Railway Board be reduced by Rs. 109."

[Need to stop corrupt practices prevailing in Northern Railway in matters of promotion of Scheduled Caste employees against reserved posts (1378)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to take prompt and definite steps for repayment of money lying with the Railway on different accounts, i. e., refund for unused tickets, countermanding charges for special trains (1379)]

SHRI BHOGENDR A JHA : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for linking up Darbhanga and Muzaffarpur junctions on the N.E.R. by a direct new railway line (1384)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for linking up Madhubani and Nirmal stations on the N.E.R. by a new railway line via Andhrathashi (1385)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for linking up Jai Nagar Sita Marhi stations on the N.E.R. by a direct new railway line (1386)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for linking up Sakari and

[Shri Bhogendra Jha]

Hassanpur road stations on the N.E.R. by a direct new railway line (1387)

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for shifting Rajendrapur Halt on E. Railway further South just to the northern end of Rajendra bridge (1388)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for linking Nirmal and Supoul stations of the N.E.R. by re-constructing the railway line (1389)]

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need for opening railway halt at Muraiha between Kamtaul and Joglara stations on the N.E.R. (1391)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for opening railway halt at Koraiha between Jainagar and Khajouli stations on the N.E.R. (1391)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for construction of over-bridge on the first crossing of railway line to the north of Darbhanga junction on the N.E.R. (1392)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for construction of over-bridge on the first crossing of railway line to the West of Samastipur junction (1339)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for extension of broad gauge line from Samastipur to Raxaul via, Darbhanga on the N.E.R. (1394)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for extension of broad gauge line from Bara Banki to to Katihar via Muzaffarpur on N.E.R. (1395)]

[SHRI SHRI CHAND GOYAL in the Chair]

MR. CHAIRMAN: The cut motions are also before the House.

Since Shri Om Prakash Tyagi, who has given notice of the half an hour discussion is not present here, we shall continue the discussion on the railway budget.

SHRI SRADHAKAR SUPAKAR (Sam-balpur): Mr. Chairman, sir, I have moved certain cut motions regarding the working of the railways. Before dealing with them, I want to refer to one important report regarding the railways, namely, the report of un-economic railway lines by a committee of which the chairman was our friend, Shri Roshal Lal Chaturvedi. That report, which was submitted sometime back, refers to some uneconomic railway lines. Here I want to stress one point. Having regard to the fact that transport and communication in India is in such a poor state, all railway lines are of great utility to the society. Therefore, the dismantling or closing down of certain lines on account of the fact that they are not giving sufficient income is not a right step or policy. It may be that some of the railway lines have become too old for want of repairs over a long period and, therefore, those lines have become uneconomic or it may be that because of the poor condition of the trains they are running at a speed which is lower than the speed of the bullock cart and, therefore, they are not attracting sufficient goods and passenger traffic. In order to meet this problem my suggestion would be that all those narrow gauge lines which are un-

economic should be converted into broad-gauge in a phased programme.

Coming to specific railway lines, especially in the South Eastern Railways, all Members from Orissa have been stressing time without number the early construction of the Talcher-Bimalagarh line. We have been agitating for this for the last ten years. I remember that sometime in 1961 when Shri Jagjivam Ram was the Railway Minister, when the 3rd Five Year Plan was being finalised we impressed on him the necessity for taking up this line. Because, half of the distance between Rourkela and Talcher has already been covered; that is to say, from Rourkela to Barsua there is a railway. We need only 80 kilometres of fresh line to connect Rourkela to Talcher, which will connect not merely the important city of Rourkela but also the main Calcutta-Bombay and Calcutta-Madras line which join this line at Cuttak station. Although the railway authorities have made some progress regarding the engineering survey of the Talcher-Bimalagarh line, I think that there is need to expedite the construction of this railway line.

The second point on which all the Members from the State of Orissa have been emphasizing is connecting Paradip port with the main railway line running between Calcutta and Madras. The connecting of Paradip, which is developing as one of the major ports on the East Coast, with the hinterland specially for the purpose of export of iron ore from Orissa to Japan, has been handicapped to a large extent on account of the delay in the construction of this line. This should also be taken up at a very early date.

Regarding the running of railways, we have stress these points the Consultative Committee. We also write from time to time to the hon. Railway Minister. But when it comes to actual implementation, we find that we do not get any satisfaction at all and that most of our suggestions, I would submit very respectfully to the hon. Railway Minister, are either ignored or some excuses are offered for non-implementation of those suggestions.

For example, I will take a very small matter, namely, the Utkal Express. There

was a demand for converting this bi-weekly express into a daily one. Of course, we have not personally received the new time table which is to come into effect from 1st April, we have learnt from most reliable sources that it is the same old bi-weekly express and has the same old tardy and slow speed with which it used to run. As a matter of fact, if we consider the average speed of this train, I think it is one of the slowest express trains in the whole of India. We also told in the Consultative Committee that the run of this express between Agra and Delhi is such that if a bullock cart and this express train start from Agra for Delhi at the same time, the bullock cart will reach Delhi much earlier than this express train. This is the manner in which we run our express trains. It is rather a disgrace either to the train or to the name of this express.

We find that certain improvements in certain sections are being effected; for example, the introduction of the Rajdhani Express which, I am told, is becoming popular. But I have one suggestion to make so far as this express is concerned. We find that it is entirely air-conditioned and most of the accommodation is chair cars. Would it be possible to change the time in such a way that people do not have to pass the entire night inside the train? Since this train takes about 17 hours for running between Calcutta and New Delhi, would it not be possible to start this train early morning from either end and terminate it in the evening so the majority of the passengers may not have sleepless nights inside the train? That has been the suggestion of many of the passengers who are travelling by this train. Probably, the reason why they start it at about 5.30 P. M. and terminate it at about 10.30 A. M. is to help the people to attend to some offices either in Delhi or in Calcutta, to finish their work and to get the afternoon train. I think, it will be more convenient and better to start the train in the early morning and terminate it in the late evening.

These are some of the suggestions that I wish to offer for the consideration of the hon. Minister. The policy of the railways about amenities and other things had been discussed earlier. Therefore, I wanted to

[Shri Sradhakar Supakar]

speak more on details and not on the more fundamental problems of the railways.

SHRI NARENDRA SINGH MAHIDA (Anand) : Mr. Chairman, Sir, this Railway Budget is a very important one next only to the General Budget. We must pay more attention to this very important public sector service and, more particularly, to economic side of it.

We want to expand it but the expansion should be on a very reasonable scale. To take expansion on un-economic sectors first, it has been the practice all these days to disribute new line in such a manner that every State will get a new line construction in each Plan period regardless of the needs of the national economy or the economic viability of a particular project. Every State is demanding new lines in the State, quite rightly, but the Ministry must examine whether the lines will pay, their cost or not.

I would like to cite an example of Guna-Makshi line in Madhya Pradesh. The line is expected to give a woefully low return of 0.25 per cent. It has been under construction for nearly five years. A sum of Rs. 6 crores has already been spent on it and a further sum of Rs. 3.6 crores more will have to be spent before it can be open to traffic.

Then, in my own State, Gujarat, we had Udaipur-Himatnager line in Rajasthan at a cost of Rs. 13 crores in 1967. After three years, the line carriage only one goods train every day and a half-empty passenger train in each direction. Such projects have inflated the capital investment and pushed up the annual overall expenditure of the Indian railways.

There has been a demand by my hon. friend, Shri Nath Pal, that there should be a railway line in the Konkon area. We sympathise with the need. But we must examine whether it will pay its cost or not. The road competition is very keen these days. Now, if a railway line is provided to, say, Goa, the road transport will compete with it as it is being done. Then, the steamers, plying between Bombay and Goa are not full. The passengers are reluctant to pay higher charges for steamers.

They prefer to go by road. The road competition will also have to be borne in mind. I would, therefore, plead with the hon. Member that he should not merely press for a railway line willy nilly. But it should be examined whether, economically, it will pay its cost or not. A lot of economic measures are necessary. For example plenty of coal is available in Bihar and Orissa. Now nearly half a dozen trains pass every day through Moghulsarai from Bihar and Orissa to my State of Gujarat in the Western Railway. Now, Sir, we have in Gujarat crude oil. Why should not we employ more diesel engines? May not be to-day but tomorrow. But a policy should be laid down where by on the Western Railway we should utilise more diesel engines both on the passenger line and on the goods line. The goods traffic is now being carried by diesel engines but on the passenger line only the Frontier Mail is hauled by the diesel engine. It should progressively be extended to other trains also and more passenger trains should be hauled by diesel locos so that wastage of coal traffic between Bihar and Orissa and Gujarat could be stopped.

The Western Railway, I am proud to say, is the best managed railway in the whole public sector. It has the lowest record of accidents also. Our Draft Fourth Five Year Plan allocates Rs. 1525 crores for railway development. We should make maximum utilisation of this amount, get the maximum return and give the maximum comfort to the people and maximum economy should be put into practice. Formerly in the Western Region of Gujarat we had the Galkwad-Baroda State Railway before the BCCI took it over. In these days this narrow gauge railway is said to be uneconomic. There was only one railway station master in my home town Chandod. Now we have five. We want to reduce it to three. But we should see that the staff is used in the maximum way and the surplus staff is transferred some where else.

Now about the port of Kandla it is a very prominent port in Gujarat and also in the western coast. It was established due to the efforts of the late Sardar Vallabhbhai Patel. It is a major port next

to Bombay. But why is it not flourishing? One of the main reasons is that goods transportation from Punjab and Rajasthan to Kandla costs the same as from Rajasthan and Punjab to Bombay. The business people are more keen to send their goods to Bombay for export than to send them to Kandla because the rates are the same. I have brought this factor to the notice of the previous Railway Minister, Mr. Poonacha and he said, 'We are compelled to do this because of competition road transport. Competition from road transport makes us give a concessional rate to Bombay and not to Kandla'. As a result in spite of dipping so much money in Kandla we are not able to prevail upon the business people to send their goods via Kandla. May I request the hon Minister to examine this problem and offer facilities at Kandla so that rates may be cheaper than Bombay.

About the narrow gauge railway which is said to be uneconomic, I have been travelling for 50 years on that line. I live near Chandod connected with the narrow gauge railway. You must examine the good points of the former Gaikwad-Baroda State Railway. They were able to meet the cost. The answer would be that there were no good roads and no road transport competition. Now there are roads and competition the Railways in order to compete with the road transport must have their own, road transport system either by moving the uneconomic narrow gauge lines or face the road competition by introducing in the alternative rail motor coaches. Rail motor coaches which can carry small number of passengers at a faster rate. I take about 16-17 hours to travel from Delhi to Baroda but on the narrow gauge railway, I take nearly 5 hours to travel a distance of 30 miles, from Broach to Chandod. Now, this is the way how our Railways are run, because of such delays people would like to go by road rather than wait for the Railways. So, I suggest, if they have motor rail coaches, if such faster traffic could be ensured, the traffic pressure will be despoised of. There is shortage of locomotives in the narrow gauge. Probably one day, owing to failure of our locomotive on the narrow gauge, we may have to shut down. There is regular complaint between Godhra to Lunavada narrow-

gauge railway line. Every third day the locomotives are stopped in the middle and people have to walk go further. That is a very common factor there. So, I would suggest this. We are not able to place large orders for locomotives from abroad because it costs more. We cannot manufacture them here because is not economic. May I suggest that we may have diesel engines, small diesel engines, which can carry, not very heavy goods, but light passenger bogies etc., and if they are put into practice, I am quite sure, people will welcome it.

I have another suggestion, namely, that Railways should also go in for some steamer or launch traffic. There is plenty of traffic between Bombay and Saurashtra via Ahmadabad. In order to cut down this pressure of traffic on the Railways, the Railway should have a launch service in the Gulf of Cambay between Dahej to Bhavnagar, or in the alternative Nagdala (Surat) to Bhavnagar. This will reduce the cost and the time taken by the passengers. It takes 19 hours to go from Bombay to Bhavnagar. Of course, it will take lesser time by air. Only about one hour is required by air: but even by Railway and steamer, the cost will be reduced, the time will be reduced. A passenger leaving Bombay in the morning can be in the afternoon or late evening at Bhavnagar instead of next day. So, I would suggest to the Railways that they should explore these means, to see whether it is feasible, and if it is feasible, whether it is economic. These means will have to be explored because Railways are competing not only with the Road transport, but they are competing with the air transport as well. Now-a-days, air transport is a thing to which people are taking more easily and the fares are also more attractive; people reach destinations in much lesser time. So, railways will have to come out with new ideas.

I welcome the Rajdhani Express the fares of which include the meals. But I would request them to include the porter charges like the air travel. If you travel from Palam to Bombay, it covers the porter charges, your tea and dinner also. So, it is a welcome thing that Rajdhani Express has started this new system; but only I would suggest this, that the porter charges should also be covered.

[Shri Narendra Singh Mahida]

About porters also, Sir, I have to say a word. They have served the Railways, they have been serving the public also, for the last so many decades. And no facilities are afforded to the porters in return. If a porter retires at the age of 70, if he is too old, there is no provision for any provident fund. There is nothing like that. We are levying the charge just now to recover costs for clothing about 3 or 4 rupees for porter in every big railway station and they are provided with metal band and a red-shirt or a red-turban. I would urge upon the hon. Minister this aspect, that these people also served the nation for a number of years—for 25 and 30 years—and they should be organised in serve cooperative system and they should also be made to contribute towards the provident fund and the Railways should also provide them with this. They are less in numbers. They should also be provided with these benefits. These porters have served the Railways for 40 years and more and they are without means, and the Railways are helpless in providing them with these facilities. Even medical facilities and educational facilities are not given to them, Railways should be more humanitarian. They should see that these people who have served the Railways and who have served the nation for all these years are provided with these basic things.

I would also urge upon the hon. Minister—as recommended by the Wanchoo Committee—that whenever Members of Parliament, write to the hon. Minister, the suggestions should be noted. After all, they represent the people and the decision should be recorded. Not only recorded, but reply should be given either in the House or through the Committee. All Members of Parliament are one in one respect that the facilities offered to the third class passengers are not adequate. Even the hon. Railway Minister had recently had an occasion to travel in one of the suburban trains and he had to confess that the facilities provided to the third class passengers were not adequate and that the passengers had to travel like cattle. If the hon. Minister himself feels like this what would about the ordinary members of the community how their feel when they travel by third class? I am quite sure that those who travel in the Mail trains irrespective

of whatever Government is in power, abuse the Government when they happen to travel for two or three hours in the train. At least to a cinema goer even if we charge Rs. 2 or 3 we assure him of a seat. But here you buy a ticket but you are not assured of a seat. One has to travel hanging on the handles. In the suburban trains when they travel like this they meet with accidents.

I would urge upon the hon. Minister to pay more attention to the amenities of third class passengers because it is from them that the railways earn bulk of their earnings. And so they must be provided with better facilities not only by way of seats but also by providing them with enlarged accommodation. Let us cut down the first-class bogies if need be and increase the number of third class bogies. Let us remove the Saloons or convert them into third-class bogies. Even in the B.B & C.I. Railway, when they used to run the trains from Ankleshwar to Raj-pipla they provided accommodation. They used to provide benches in open good wagons. The passengers travelling in third class compartments should be assured of better amenities.

I am sure the Members of Parliament won't grudge if the Railway Minister will come forward more demands for meeting the requirements of third class passengers.

With these few words I commend that the demands of the Railway Ministry be passed by this House.

MR. CHAIRMAN : Now Shri Viswanathan : How long take ?

SHRI G. VISWANATHAN : (Wandi-wash): I shall speak for two or three minutes.

MR. CHAIRMAN : All right.

SHRI G. VISWANATHAN : Mr. Chairman, I shall speak on two cut motions, One is the need to construct a railway-line between Chingleput and Chinna Salem and the other is the need to construct a railway line from Wallajahpet to Tindivanam.

These are the two lines the demands for which have been there for a long time.

I would like to point out to the hon. Minister that there is a demand for a line between Chingleput and Chinna Salem a survey for which has also been made. I do not know what has happened to the results of the survey made—probably they must have been put in the cold-storage. You know that if this line is taken up, it will connect the North Arcot and South Arcot Districts as well as Salem District. The Government of Tamil Nadu has given the first priority to this line and has urged upon the Centre to take it up as it will connect most of the places like Wandavasal, Arni, Kallakurtchi and so on. I request the hon. Minister to take up this line immediately and give first priority to this.

Another line between Wallajahpet and Tindivanam is also required to be constructed as it will connect the two broad gauge lines of Madras to Bangalore and Madras to Trivandrum. This will also connect all the important places in North Arcot District which is a backward district. If you take up this line, it will be the first step to industrialise the whole area. I would therefore urge upon the hon. Minister to take up the lines from Wallajahpet to Tindivanam as it will connect important areas like Wallajahpet, Ranipet Arcot, Cheyyar, Wandavasal etc. I would urge upon him to give top priority to this line. Our longstanding demand is for the line which connects the two headquarters of two States—Madras and Bangalore. This needs to be electrified. I hope the Minister will give sympathetic consideration to this demand which is pending for a long time. Ministers after Ministers are coming and going. But our demand is still pending.

The Ministers have promised that the line from Madras Bangalore will be electrified at least till Arkonam. Madras to Bombay and Madras to Bangalore trains run via Arkonam. I am told now that electrification between these places is under the active consideration of the Ministry.

I would request the Minister to announce at least before the present budget is passed that electrification of the Madras Bangalore line will be taken up; if possible the whole line should be electrified, if not at least between Madras and Arkonam.

19 hrs.

Another point. The Vrindavan Express is one of the very good expresses in the south. It stops only at two places, Katpadi and Jalarpet. I am pained to see that only 5 tickets are issued at Jalarpet. I would like the Minister to look into it and increase the number of tickets sold there. Otherwise, a man who does not practice family planning cannot board this train at Jalarpet. I do not know whether Government can enforce family planning by restricting the number of seats in trains. The Minister should give necessary instructions to increase the number of tickets sold at Katpadi and Jalarpet in the Vrindavan Express. This is a long-standing demand and should be conceded.

19.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 26, 1970/Chaitra 5, 1892(Saka).
