

MR. DEPUTY-SPEAKER : Hardly two hours have passed. It takes time to get information.

SHRI SAMAR GUHA : Early in the morning they were arrested. This thing should be taken note of.

MR. DEPUTY-SPEAKER : I am told that information was received regarding the release. We are seeing them here now.

SHRI SAMAR GUHA : Information about their arrest was not communicated to the House. (Interruption).

DEMANDS FOR GRANTS (RAILWAYS), 1968-69 AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1967-68—Contd.

SHRI SRINIBAS MISRA (Cuttack) : What about cut motions 169 and 170 ?

MR. DEPUTY-SPEAKER : They are there, Hon. Members may now move the cut motions to the Demands for Grants in respect of Railway Budget for 1968-69, subject to their being admissible.

SHRI MOHAMMAD ISMAIL (Barrackpore) : I beg to move :

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

[Reduction of perquisites of senior and top officials in view of high expenditure of Railway Administration (10)].

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

[Failure to abolish the post of Staff Members of the Railway Board. (11)].

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

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

[Failure to arrive at quick decision on the grievances of and representations of All India Guards Council adequately. (12)].

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

[Failure to safeguard the lives of Railway Guards having been murdered and/or attacked brutally while working in trains. (13)].

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

[Failure to abolish the Railway Board. (14)].

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

[Failure to reduce the fat salaries drawn by the Railway Board officials. (15)].

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

[Maltreatment of railway employees by the Railway Board. (16)]

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

[Failure to pay any attention towards amenities for the public. (17)]

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

[Squandering money on Railway Board. (18)]

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

[Failure to pay any attention to the suggestions given by M.Ps. (19)]

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

[Failure to stop arbitrary action and irregularities of Railway Board. (20)]

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

[Failure to stop bureaucratic attitude of the Railway Board. (21)]

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

[Failure to give more facilities to ordinary employees of the Railway Board. (22)]

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

[Failure to limit the pay of Members of the Railway Board to not more than Rs. 1000/-. (23)]

SHRI CHANDRA SEKHAR SINGH (Ichanabad) : I beg to move :

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

[Increase in the passenger fares. (24)]

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

[Failure to abolish the Railway Board. (25)]

SHRI Y. S. KUSHWAH (Bhind) : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 3,21,000."

[Need to pay not more than Rs. 1,000 per month as pay to each member and officer of Railway Board in view of the deficit Railway Budget. (26)]

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

[Question of increasing the platform fee, third class passenger fare and depriving the long journey third class passengers of the sleeping facilities. (43)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Failure to prevent the railway accident at Lakhisarai Station (Bihar). (11)]

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

[Failure to prevent railway accidents. (78)]

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

[Need to reduce the pay of the members of the Railway Board. (79)]

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

[Need to reduce the pay of additional members of the Railway Board. (80)]

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

[Need to reduce the pay of other higher officers of the Railway Board. (81)]

SHRI CHANDRA SEKHAR SINGH : I beg to move :

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

[Need to reconstitute the Railway Board. (83)]

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

[Need to reduce the salaries of the officers of the Railway Board. (84)]

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

[Need to give representation to the Railway workers in Railway Board. (85)]

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

[Need to provide potable water in each railway compartment. (86)]

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

[Need to increase efficiency in Railway Administration. (87)]

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

[Need to improve the conditions of Railway Hospitals. (88)]

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

[Irregularity in allotment of quarters to Railway employees. (89)]

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

[Shri Chandra Sekhar Singh]

[Increase in third class passenger fare. (90)]

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

[Need to provide more amenities to third class passengers. (91)]

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

[Need to discontinue air-conditioned coaches. (92)]

SHRI Y. S. KUSHWAH : I beg to move :

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

[Need to speed up the construction work of Guna-Maksi line. (109)]

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

[Need to speed up the work of doubling the line on Bina-Jhansi-Agra line. (110)]

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

[Need to conduct a survey for construction of a rail link between Bhind (Madhya Pradesh) and Etawah (Uttar Pradesh). (111)]

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

[Need to conduct a survey for having a rail link between Bhind (Madhya Pradesh) and Chirgaon (Uttar Pradesh). (112)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Need to reduce the expenses in the name of "Miscellaneous Expenditure." (116)]

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

[Failure to pay proper attention towards survey of new lines in Bihar. (117)]

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

[Need for a survey with regard to providing broad gauge line in North Bihar. (118)]

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

[Need for surveys for providing new lines in Patna and Gaya District of Bihar. (119)]

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

[Need for a survey for providing new line from Bihta Station, Eastern Railway to Jahanabad via Bikram, Pali, Arval Kurtha and upto Rajgiri from there. (120)]

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

[Need for survey for providing new line from Bihta Station (Eastern Railway) to Daudnagar and Aurangabad via Arval. (121)]

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

[Need to complete expeditiously the survey in regard to providing broad gauge line in the area served by Arrah-Sasaram Light Railway. (122)]

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

[Need to provide broad gauge line from Samastipur to Darbhanga, N.E. Railway, (123)]

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

[Failure to provide broad gauge line from Barauni to Katihar, N.E. Railway. (124)]

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

[Failure to introduce electric trains in Eastern Railway. (125)]

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

[Failure to pay proper attention towards medical services. (126)]

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

[Need to increase the expenditure being incurred on health and welfare of employees. (127)]

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

[Need to increase facilities to employees. (128)]

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

[Need to check mismanagement of canteens for employees. (129)]

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

[Need to make arrangements for better education of the children of employees. (130)]

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

[Failure to reduce administrative expenditure. (131)]

SHRI MOHAMMAD ISMAIL : I beg to move :

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

[Over-staffing of senior officials in various departments of the Railway Administration. (154)]

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

[Negligence of the senior officials leading to growing railway accidents. (155)]

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

[Growing over-crowding of trains as a result of failure to arrange sufficient number of trains and proper adjustment of timing. (156)]

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

[Late running of trains consequent of non-attendance to their duties by senior officials. (157)]

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

[Failure of the Administration to give a patient hearing to the genuine grievances of the employees. (158)]

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

[Need to shift the Head office of Railway Electrification from Delhi to Calcutta. (159)]

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

[Need to stop saloon facilities for high railway officials and convert them into regular bogies. (160)]

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

[Shri Mohammad Ismail]

[Need to prepare uniforms for railway employees on zonal basis departmentally instead of giving it to contractors. (161)]

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

[Need to stop creation of special posts for officers. (162)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Need to reduce the salaries the officials of the Railway Service Commission, Bombay. (163)]

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

[Need to reduce the salaries of officials of the Railway Service Commission, Calcutta. (164)]

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

[Need to reduce the salaries of officials of the Railway Service Commission, Allahabad. (165)]

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

[Need to reduce the salaries of officials of the Railway Service Commission, Madras. (166)]

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

[Need to increase the salaries of class III and class IV employees of various Railway Service Commissions. (167)]

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

[Need to improve the service conditions and extension of other facilities to ordinary employees of various Railway Service Commissions. (168)]

SHRI SRINIBAS MISRA (Cuttaek) : I beg to move :

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

[Failure of the Administration to provide for a direct express service from Orissa to Delhi via Bina, Katni, Bilaspur, Jharsuguda, Kharagpur, Puri. (169)]

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

[Lack of provision for any fast moving train in day time in the State of Orissa. (170)]

SHRI CHANDRA SEKHAR SINGH : I beg to move :

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

[Need to provide separate waiting rooms to the passengers of all categories. (171)]

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

[Need to provide a hospital for the employees of Kishanganj Railway Station. (172)]

SHRI Y. S. KUSHWAH : I beg to move :

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

[Need to pay attention to repairs in trains running on narrow gauge lines between Gwalior and Bhind, Gwalior and Sholapur, Kalan and Gwalior and Shivpuri. (174)]

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

[Need to make arrangements for sanitation, fans, electricity in trains running on narrow gauge lines between Gwalior and Bhind, Gwalior and Sheopur Kalan and Gwalior and Shivpuri. (175)]

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

[Need to change old rickety engines and trains running on narrow gauge lines between Gwalior and Bhind, Gwalior and Sheopur Kalan and Gwalior and Shivpuri. (176)]

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

[Question of slowing down the speed of trains running on narrow gauge lines between Gwalior and Bhind, Gwalior and Sheopur Kalan and Gwalior and Shivpuri. (177)]

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

[Need to attach more bogies to trains running on narrow gauge lines between Gwalior and Bhind, Gwalior and Sheopur Kalan and Gwalior and Shivpuri. (178)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Failure to protect railway property. (180)]

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

[Failure to check theft of railway property. (181)]

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

[Need to check increasing number of thefts of railway property. (182)]

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

[Need to check wastage of money in the name of repairs to railway buildings. (183)]

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

[Need to pay attention to repairs to be made in railway employees' quarters. (184)]

SHRI K. M. ABRAHAM (Kottayam) : I beg to move :

"That the demand under the Head Ordinary Expenses and Maintenance be reduced by Rs. 100."

[Failure to introduce direct trains from Bombay to Cochin. (191)]

SHRI MOHAMMAD ISMAIL : I beg to move :

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

[Failure to absorb the workers of the construction work after its completion. (193)]

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

[Lack of promotion facilities to the traffic accounts clerks grade II. (194)]

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

[Failure to take into consideration the service of an employee from the date of recruitment in the case of candidates for Railway Service Commission (195)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Failure to provide facility of earning their livelihood to Railway porters. (196)]

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

[Failure to regularise the services of Railway porters. (197)]

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

[Need to increase the present pay scale of Rs. 110—180 of Loco Mechanical Staff. (198)]

(Shri Ramavatar Shastri)

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

[Need to restore the pay-cut effected in respect of mechanical staff of Jamalpur Loco shed. (199)]

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

[Failure to increase the pay scales of loco mechanical staff. (200)]

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

[Failure to accede to the demands of Eastern Railway Zonal Mechanical Staff Committee of Indian Railways Mechanical Staff Association made at its Jhajha meeting. (201)]

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

[Failure to provide work on a permanent basis to substitute labourers. (202)]

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

[Need to avoid engaging outside labourers while substitute labour is available. (203)]

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

[Need to improve the conditions of loco-running staff. (204)]

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

[Need to accede to the demands for warded by loco running staff Committee. (205)]

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

[Failure to check the atrocities and irregularities committed by the Foreman in loco-sheds. (206)]

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

[Need for immediate transfer of loco foremen working in Jamalpur (Eastern Railway). (207)]

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

[Failure to withdraw police cases against loco staff of Gaya (Eastern Railway). (208)]

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

[Failure to re-open fair-price grain-shops for Railway employees. (209)]

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

[Failure to fix pay scales of Railway Employees according to their responsibilities. (210)]

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

[Failure to raise the living standard of signalmen and gaugeman. (211)]

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

[Failure to check maltreatment of Railway employees at the hand of their officials. (212)]

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

[Failure to lighten the work load of loco mechanical staff. (231)]

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

[Need to give special facilities to employees working on steamers and ports. (214)]

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

[Need to avoid retrenchment of forty per cent of train clerks of Danapur, Eastern Railway. (215)]

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

[Failure to upgrade the post of Railway Guards. (216)]

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

[Failure to accept the demands of All-India Railway Guards Association. (217)]

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

[Failure to give increased D.A. to Railway employees in proportion to increase in price-index. (218)]

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

[Failure to accede to the demand put forward by All India Railwaymen's Federation. (219)]

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

[Need to withdraw the circular issued by Div. Supdt. regarding change in the duty of conductors of Allahabad working in I, II and III class sleeper-coaches. (220)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to purchase all required coal from National Coal Development Corporation. (222)]

"That the demand under the Head Ordinary Working Expenses—Operating (Fuel) be reduced by Rs. 100."

[Need to discontinue purchasing coal from private collieries at higher rates. (223)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to prevent pilfering of die oil. (224)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to prevent large-scale theft of coal. (225)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to prevent corruption rampant in the purchase of coal. (226)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to purchase 4-inch coal fixed as a fuel for the engine. (227)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to prevent more use of coal in the engine because of big pieces of coal. (228)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to prevent the practice of selling coal and cinder ash to the contractors at a very nominal price. (229)]

"That the demand under the Head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure to check large scale theft of coal. (230)]

SHRI MOHAMMAD ISMAIL : I beg to move :

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced to Re. 1."

[Ban the introduction of electronic computers in all the Railways. (231)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Failure to prevent wastage of stationery and forms. (233)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

[Failure to prevent theft of goods. (234)]

[Shri Ramavatar Shastri]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to exercise necessary caution in the loading and unloading of goods. (235)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to prevent misuse of money in the name of compensation. (236)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to supply uniforms to all the Railway employees. (237)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to bring about improvement in the supply of uniforms. (238)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to supply the required length of cloth to the employees instead of ready-made uniforms. (239)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Failure to supply woollen uniforms to all the employees. (240)]

"That the demand under the Head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100/-"

[Need to supply woollen uniforms to Railway porters. (241)]

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

[Need to pay full compensation to the families of the persons killed in Lakhisarai Railway accident. (246)]

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

[Need to increase the amount to the passengers injured as a result of Railway accidents. (247)]

SHRI MOHAMMAD ISMAIL : I beg to move :

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

[Inadequate housing facilities for class III employees. (251)]

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

[Inadequate housing facilities for class IV employees. (252)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Failure to improve the unsatisfactory condition of medical services. (253)]

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

[Need to bring about further improvement in the diet of the patients in Railway hospitals. (254)]

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

[Failure to check the theft of the food supplied to the patients in Railway hospitals. (255)]

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

[Need to supply patent medicines to the patients in Railway hospitals. (256)]

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

[Need to supply milk and fruit in adequate quantity to the patients in Railway hospitals. (257)]

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

[Failure to check theft and black-marketing in medicines in Railway hospitals. (258)]

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

[Failure to end mismanagement of the Railway Health Centres and the Dispensaries. (259)]

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

[Failure to provide facilities for the treatment of females and to provide beds to them in all the Railway Health Centres. (260)]

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

[Failure to make adequate arrangements of male and female doctors in all the Railway Health Centres. (261)]

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

[Failure to check supply of inferior food in the Railway Health Centres and hospitals. (262)]

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

[Total absence of cleanliness on the stations. (263)]

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

[Unsatisfactory sanitary condition of the waiting rooms. (264)]

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

[Need for immediate transfer of the Doctors at Samastipur Railway Hospital. (265)]

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

[Failure to take action against the doctors meting out ill-treatment to the sanitary staff of the Samastipur hospital. (266)]

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

[Need to give adequate living allowance to the employees of Samastipur Hospital who have been suspended. (267)]

"That the demand under the Head Ordinary Working Expenses—Staff Welfare, be reduced by Rs. 100/-"

[Failure to ensure sanitation in the lavatories of the Jamalpur Station of Eastern Railway. (268)]

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

[Failure to ensure sanitary conditions in the Railways. (269)]

SHRI M. K. NANJA GOWDER (Nilgiris) : I beg to move :

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100/-"

[Unremunerative lines. (270)]

SHRI MOHAMMAD ISMAIL : I beg to move :

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced to Re. 1/-"

[Need to abolish contract system and give the work to labour co-operatives. (271)]

SHRI Y. S. KUSHWAH : 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 narrow gauge line between Bhind and Gwalior into broad gauge. (289)]

SHRI MOHAMMAD ISMAIL : 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 double the railway line from Dum Dum to Basirhat. (291)]

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

[Failure to construct railway line from Malda to Balwehat and Hilli. (292)]

SHRI CHANDRA SEKHAR SINGH : 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 provide a new line from Dehri-on-Sone, Eastern Railway to Arrah Junction via Nasriganj Sahar, Narayanpur and Agiano. (306)]

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

[Need to provide a manned level crossing near Muther on Patna-Gaya line, Eastern Railway. (307)]

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

[Need to provide a narrow gauge line from Makdumpur Station, Eastern Railway to Rajgir via Khidar Sarai and Sabahda. (308)]

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

[Need to provide a new line from Gaya Junction, Eastern Railway to Hazaribagh City via Sherghati. (309)]

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

[Need to renovate the first and second class waiting rooms at Jahanabad Station on Patna-Gaya line, Eastern Railway to provide adequate furniture therein. (310)]

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

[Need to provide first and second class waiting rooms at Jahanabad Court Station on Patna-Gaya line, Eastern Railway. (311)]

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

[Need to provide a new railway line from Arwal to Bihar sarif via Jahanabad on Eastern Railway. (312)]

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

[Need to provide a new railway line from Bihta Station, Eastern Railway to Barun Junction via Daudnagar. (313)]

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

[Need to connect Rafiganj with Bihta Junction via Tikari and Kinjar, Eastern Railway. (314)]

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

[Need to provide a new railway line from Gaya Junction to Goh, Daudnagar via Tekari City on Eastern Railway. (315)]

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

[Need to provide a narrow gauge line from Aurangabad Road to Navi Nagar City on Eastern Railway. (316)]

SHRI SRINIBAS MISRA : 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 construct an overhead bridge at the southern level crossing at Cuttack station. (317)]

SHRI K. M. ABRAHAM : 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 construct a broad gauge line in Kerala State between Ernakulam and Trivandrum *via* Kottayam by discarding the existing metre gauge line. (318)]

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

[Failure to construct a new line between Trivandrum, Kerala State and Cape Comorin, Madras State. (319)]

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

[Failure to construct a new line between Punaloor and Tiruvalla, Kerala State. (320)]

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

[Failure to construct a new line between Cochin and Quilon *via* Alleppey, Kerala State. (321)]

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

[Failure to construct a new line between Kottayam, Kerala State and Madurai, Madras State, parallel to Kottayam Kumali Road. (322)]

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

[Failure to construct a new line between Cochine, Kerala State and Bodinaikannoor, Madras State *via* Munnar, Kerala State. (323)]

SHRI CHANDRA SEKHAR SINGH : 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 another bridge on Yamuna river. (324)]

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

[Need to convert metre gauge lines into broad gauge on all Railways. (325)]

SHRI K. M. ABRAHAM : I beg to move :

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

[Failure to construct a Railway station at Neelimangalam near Kottayam, Kerala State. (337)]

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

[Failure to construct a railway station at Kaduthuruthy, Kerala State. (338)]

SHRI NAMBIAR : I beg to move :

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

[Unsatisfactory working of the Railway Board. (391)]

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

[Need to reconstitute the Railway Board by delegating more powers to the General Managers. (392)]

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

[Evolution of a formula to grant recognition to Employees Trade Union and to remove the present state of affairs of showing favouritism and political discrimination. (393)]

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

[Need to place the Chairman, Railway Board and the Financial Commissioner, Railways on equal pay-scale. (394)]

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

[Need to set up an Appellate Tribunal at the Railway Board level to hear the final appeals by the affected employees particularly in the case of dismissals, removals, compulsory retirements and termination of services. (395)]

[Shri Nambiar]

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

[Need to reorganise the Divisional personnel set-up in Zonal Railways by taking away all the workmen and employees from the Divisional Personnel Officer and putting the Divisional Officers incharge of the personnel side. (396)]

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

[Inadequate supply of mail vans resulting in the usage of third class compartments for carrying Mail. (414)]

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

[Inadequate lighting arrangements in the mail vans. (415)]

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

[Removal of the alarm-chain in the Mail vans thereby endangering the safety of the personnel. (416)]

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

[Need to construct buildings for the Railway Mail service in important Railway junction stations. (417)]

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

[Need to introduce eight hours working for all categories of railwaymen in accordance with the I.L.O. directive and to terminate the obsolete Rajadhiyaksha Award. (418)]

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

[Need to take up the Erode-Sathiyamangalam-Samaraj Nagar new line. (419)]

SHRI A. SREEDHARAN (Badagara) : I beg to move :

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

[Need to take up survey of the Telli-cherry-Mysore Railway (420)]

SHRI NAMBIAR : I beg to move :

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

[Need to take up the work of Kannya Kumari railway link immediately as the survey has been completed. (421)]

SHRI A. SREEDHARAN : I beg to move :

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

[Need to make Mangalore-Hassan railway link to be a broad gauge instead of the present metre gauge proposal. (422)]

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

[Need to drop the proposal regarding introduction of charges for III class sleeper berths for distant travellers. (423)]

SHRI NAMBIAR : I beg to move :—

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

[Need to drop the proposal regarding increase in the fares and freights. (424)]

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

[Serious threat of retrenchment of temporary employees and casual labour on all Railways. (441)]

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

[Need to construct either an over-bridge or an under-bridge at the Avanasi Road level crossing in Coimbatore city (S. Railway) (442)]

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

[Need to build a pucca station with all passenger amenities at Irugur Station (S. Railway) near Coimbatore (443)]

SHRI A. SREEDHARAN : I beg to move :

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

[Need to arrange to stop the West Coast Express at Tirupur Railway Station on the S. Railway. (444)]

SHRI NAMBIAR : I beg to move :

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

[Need to give quarters to the sweepers and cleaners of Coimbatore Railway Station. (445)]

SHRI A. SREEDHARAN : I beg to move :

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

[Need to increase third class travel accommodation from Coimbatore towards Madras side and Mangalore side. (446)]

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

[Neglect shown in covering of platforms of many railway stations of the Southern Railways on the West Coast despite the heavy monsoons. (447)]

SHRI NAMBIAR : I beg to move :

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

[Need to repair, remodel and reconstruct many of the old railway quarters particularly on the West Coast line of the Southern Railway. (448)]

SHRI A. SREEDHARAN : I beg to move :

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

[Need to revise the time-table of the West Coast Express of the Southern Railway to suit the passengers from the West Coast area. (449)]

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

[Need to provide a stoppage of Mangalore-Madras Mail, Mangalore-Cochin Express and West Coast Express at Quilandi. (450)]

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

[Need to provide a stoppage of West Express at Badagara (451)]

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

[Need to build railway quarters for employees at Chemanchari Railway Station. (452)]

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

[Need to provide a platform roof at the Chemanchari Railway Station (453)]

SHRI NAMBIAR : I beg to move :

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

[Threat of large scale retrenchment of loco shed men due to the introduction of dieselisation. (454)]

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

[Need for completion of the electrification of the "C" type quarters in the Railway Colony at Golden Rock (Southern Railway) (455)]

[Shri A. Shreedharan]

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

[Situation created by the reduction of skilled artisans in the name of incentive scheme in the Golden Rock Workshop (Southern Railway). (456)]

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

[Refusal to stipulate eight hour working for the loco running staff resulting in the increase in accidents. (457)]

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

[Refusal to redress the reasonable grievances of the Loco Firemen resulting in serious labour unrest and stoppage of work. (458)]

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

[Refusal to grant normal promotions and confirmations to the Loco Firemen of the Southern Railway resulting in dislocation of train working. (459)]

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

[Need to grant free medical aid and diet to railway employees and their family members while admitted to beds in railway hospitals as was before in British regime. (462)]

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

[Need to grant one set free passes to retired Class IV employees as in the case of Class III employees as was before in British regime. (463)]

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

[Need to grant rent free quarters to operating staff like Station Masters, Pointmen as was before in British regime. (464)]

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

[Need to provide employment to at least one son of a Railway employee as was done before during British regime. (465)]

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

[Need for reduction of rent of Railway quarters constructed several decades ago to the level fixed then as in the days of British regime. (466)]

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

[Need to supply free water and electricity to the Railway employees Institutes as was done during British regime. (467)]

SHRI KIRUTTINAN (Sivaganga) :
I beg to move :

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

[Increase in platform fee, third class passengers fare and depriving the long journey third class passengers of the sleeping facilities. (527)]

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

[Lack of facilities for third class passengers. (528)]

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

[Failure to meet the demand of the T.T. Es. and their classification as running staff. (529)]

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

[Poor catering arrangements in Railways. (530)]

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

[Failure to pay attention to the suggestions given by the M. Ps. in the Informal Consultative Committees. (531)]

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

[Need to provide a new bridge on Vaigai river at Manamadurai in Southern Railway. (532)]

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

[Need to provide level crossings near Peesapatnam, Thiruppachethy, Pappankulam on the Madurai, Manamadurai line in Southern Railway. (533)]

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

[Need to construct halt stations at Sivaganga college on the Karaikudi-Manamadurai line, Rajagambiram, Ladanendal on Madurai-Manamadurai line in Southern Railway. (534)]

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

[Need to provide drinking water facilities in all compartments. (535)]

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

[Introduction of automation in Railways (545)]

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

[Need to conduct a survey to have a rail link between Dindigul to Karaikudi or Madurai to Karaikudi (via) Thirupathur in Madras State. (546)]

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

[Need to conduct a survey to have a rail link between Karaikudi and Tondi Arantanki and Tondi in Madras State. (547)]

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

[Need to conduct a survey to have a coastal Rail link between Aranthanki and Mandapam in Madras State. (548)]

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

[Need to provide platform roof at Paramakudi Station in Southern Railway. (550)]

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

[Failure to provide a direct Express Train from Virudunagar to Madras via Aruppukkottai, Manamadurai-Chord in Southern Railway. (551)]

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

[Failure to have an Express train from Madurai to Rameswaram in Southern Railway. (552)]

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

[Failure to redress, the difficulties of the Firemen at Trichinopoly Division in Southern Railway. (553)]

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

[Failure to provide four S.H. Mail vans for 143 and 144 between Madurai and Shenkottah in the Southern Railway. (554)]

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

[Need to provide black tar to all Railway Feeder Roads. (555)]

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

[Need to pay more attention to repairs in the Diesel coaches running between Trichinapally and Manamadurai in the Southern Railway. (556)]

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

[Need to provide a permanent Station building at Aranmanai Siruvayal in the Southern Railway. (557)]

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

[Need to provide a permanent station building at East-Manamadurai in the Southern Railway. (558)]

SHRI P. VISWAMBHARAN
(Trivandrum) : I beg to move :

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced to Re. 1/-."

[Increase in third class passenger fares (563)]

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

[Need to introduce new bogies in the trains running between Madras—Trivandrum, Madras Cochin and Madras—Mangalore. (564)]

SHRI KIRUTTINAN : I beg to move :

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

[Failure to provide a Lady doctor at Manamadurai in the Southern Railway (569)]

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

[Failure to provide Housing facilities for staff at Manamadurai in the Southern Railway (570)]

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

[Need to construct a new railway line from Tirunelveli to Kanyakumari in Madras State. (572)]

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

[Need to construct a new railway line from Manamadurai to Tuticorin in Madras State. (573)]

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

[Need to reinstate the dismantled railway line from Pamban to Danushkodi (574)]

SHRI P. VISWAMBHARAN : 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 a new railway line from Trivandrum to Cape Comorin (575)]

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

[Need to convert the metre gauge line from Ernakulam to Trivandrum into broad gauge (576)]

SHRI KIRUTTINAN : I beg to move :—

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

[Need to withdraw the proposal of dismantling certain existing lines in the name of unremunerative (577)]

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

[Need to reopen the stations at Nedungalam in Southern Railway (578)]

SHRI N. SREEKANTAN NAIR (Quilon) : I beg to move :—

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

[Need to cover the platforms of the Shencottah-Trivandrum section of the S. Railway to give shelter to the passengers particularly during monsoon. (596)]

SHRI NAMBIAR : I beg to move :

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

[Need to transfer the optees from the South Central Railway to Southern Railway as per the previous promises given to them. (597)]

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

[Need to grant Night Duty Allowance to all those who work during nights irrespective of intermittent or continuous duty (598)]

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

[Disruptive working of the Divisional Superintendent's Office at Kota (Western Railway) resulting in periodical unrest in that Division. (599)]

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

[Unreasonable shifting of the Railway stores at Nagappattinam (Southern Railway) by different stages creating operational difficulties and in numberable hardships to the employees. (600)]

SHRI N. SREEKANTAN NAIR : I beg to move :—

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

[Failure to provide staff amenities like proper latrine, canteen and washing facilities in the Loco shed at Quilon (S. Railway) (601)]

SHRI NAMBIAR : I beg to move :

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

[Abolition of the outmoded system of not allowing engineering gangmen and others to sign the pay sheets before drawing salaries and the continuance of securing thumb impression even by literate men. (603)]

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

[Need to issue pay slips to that workmen of the Engineering Department so as to enable them to know the actual deductions made in each pay sheet. (604)]

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

[Need to sanction two men on Night Patrol Duty so that safety of track be ensured. (605)].

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

[Undue delay caused in paying house rent allowance arrears to workmen in Golden Rock (Southern Railway) colony who vacated the quarters with previous permission (606)]

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

[Need to give promotions to Class IV workmen of Golden Rock and Perambur workshops and in the Loco Sheds of the Southern Railway (607)]

SHRI SREEKANTAN NAIR : I beg to move :

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

[Need to remove the pressing grievances of the Railway Commercial Clerks regarding the work-load, promotion facilities, hours of work, grant of accommodation and indiscriminate transfers. (608)]

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

[Need to regularise the services and confirm the engineering gangmen kept as casual labour for several years in the Quilon section of the S. Railway. (609)]

SHRI SRINIBAS MISRA : I beg to move :

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

[Failure to implement the recommendation of the Second Pay Commission regarding merger of the two grades of Section Controllers. (610)]

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

[Discrimination made against the staff of the Control Organisation in respect of pay scale and grade (611)]

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

[Failure to provide reasonable prospects and incentives to the staff of the Control Organisation (612)]

SHRI NAMBIAR : I beg to move :

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

[Need to reintroduce 'workers special' and supply of drinking water at Irimpanam of the Cochin Refinery siding of the Southern Railway (613)]

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

[Need for retention of the Railway Dispensary at Thiruvannamali on the Southern Railway. (614)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the head Railway Board be reduced by Rs. 43,00,000/-."

[Need to abolish the Railway Board. (617)]

"That the demand under the head Railway Board be reduced by Rs. 1,00,00,000/-."

[Need to fix not more than rupees 1,000 as pay of officers to make good the deficit in the Budget. (618)]

"That the demand under the head Railway Board be reduced by Rs. 1,00,00,000/-."

[Need to abolish air-conditioned trains. (619)]

"That the demand under the head Railway Board be reduced by Rs. 1,00,00,000/-."

[Need to abolish saloons (620)]

"That the demand under the head Railway Board be reduced by Rs. 1,00,00,000/-."

[Need to discontinue re-instatement of officers (621)]

"That the demand under the head Railway Board be reduced by Rs. 1,00,00,000/-."

[Need to reduce the number of high officials (622)]

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

[Failure to remove the grievances of the Indian Railway Loco Mechanical Staff Association (623)]

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

[Failure to remove the grievances of the Railway ministerial staff (624)]

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

[Failure to remove the grievances of Railway running staff (625)]

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

[Need to consider the Railway ticket examiners as running staff (626)].

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

[Arbitrary increase in the passenger fare (627)].

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

[Increase of Rs. 4 per passenger in Third Class sleeper coaches (628)].

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

[Failure to implement the recommendation of the Enquiry Committee appointed to back into the Lakhisarai accident in 1966 (629)].

SHRI KANWAR LAL GUPTA (Delhi Sadar) : I be to move :

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

[Failure to manufacture new coaches as required for the increase of passenger traffic and replacement (638)].

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

[Failure to manufacture engines out of the loans received from outside countries (639)].

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

[Failure to complete the ring Railway in Delhi in time (640)].

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

[Failure to provide underground Railway in Delhi at the earliest (641)].

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

[Failure to provide more amenities to passengers on all Railway stations in Delhi (642)]

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

[Failure to provide over-bridges in Shakti Nagar, Sarai Rohilla, Patel Nagar and Safdarjung Air Port, New Delhi (643)]

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

[Failure to provide, new halting stations around Delhi particularly in Shakt Nagar (644)]

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

[Failure to provide fast train from Delhi to Calcutta by October, 1968 (645)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the head Miscellaneous Expenditure be reduced to Re. 1."

[Need to abandon the policy of discontinuing the Bhagalpur-Mandar Railway line on the plea of loss (649)]

"That the demand under the head Miscellaneous Expenditure be reduced to Re. 1."

[Need to stop automation in Railways (650)]

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

[Need to run fastest train on main line from Delhi to Calcutta (657)]

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

[Need to stop Janta trains on the Gulzarbagh station (658)]

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

[Need to appoint high powered committee to look into the work-load of the Loco-Mechanical Staff (659)]

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

[Need to protect the railway gangmen from the possible retrenchment (660)]

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

[Failure to regularise the services of substitute workers (661)]

SHRI JAGESHWAR YADAV (Banda) :
I beg to move :

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

[Need to construct a new railway line for Kartal, Naraini, Artra, Baberian and Rajpur and connecting it to Bargesh Station on Central Railway (671)]

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

[Need to connect Jhansi Manikpur on Central Railway via Harpalpur, Khajuraho, to Kartal, Naraini, Artra Baberian Kamasen, Rajapur and Bargesh Station by constructing a new railway line (672)]

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

[Need to connect Khajuraho by rail (673)]

SHRI RAMAVATAR SHASTRI : I beg to move :

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

[Need to lay a double track on Patna-Gaya line on Eastern Railway (674)]

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

[Need to construct a new line between Bihta and Rajgrih via Bikram-Paliganj, Arwal and Jahanabad (675)]

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

[Need to extend broad-gauge line in North Bihar (676)]

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

[Need to construct a new line between Rajgriha and Gaya (677)]

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

[Need to convert futwa Islampur light railway (narrow-gauge) into broad-gauge line (678)]

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

[Need to construct a new railway line in Chhota Nagpur to steps up the pace of industrial development (679)]

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

[Need for the extension of Gulzarbagh Station (689)]

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

[Need for the construction of sheds at both sides of the Gulzarbagh Station (690)]

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

[Need to widen and raise the level of the under-bridge at Patna city station (Eastern Railway) (691)]

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

[Need for better arrangements in regard to lavatories and water supply at stations (692)]

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

[Need to shift Lakhisarai station towards West (693)]

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

[Need to construct one more over-bridge at Lakhisarai Station on its western side (694)]

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

[Need to develop Lakhisarai Station into a full-fledged station (695)]

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

[Need to appoint a station master at Lakhisarai station (696)]

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

[Need to make loud-speaker arrangements at Lakhisarai station permanently (697)]

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

[Failure in paying attention to the cleanliness of the lavatories at Jamalpur Station (698)]

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

[Failure in making adequate water supply arrangements in the lavatories in the waiting rooms at Kiul Station (699)]

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

[Need to construct more quarters for the employees in Danapur (Eastern Railway) (700)]

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

[Need to remove the shortage of chairs in the 1st Class waiting room at Bihta Station on Eastern Railway (701)]

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

[Need for the expansion of Bihta Station (702)]

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

[Need to construct an over-bridge near the cabin at Bihta Station (703)]

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

[Need to construct sheds at Sadisopur Station on Eastern Railway (704)]

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

[Need to change the name of Patna City Station to Patna Saheb Station (705)]

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

[Need to change the name of Patna Junction to Pataliputra Junction (706)]

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

[Need to construct another over-bridge towards the West at Danapur Station (Eastern Railway) (707)]

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

[Need to extend the shed at Taregana Station on Patna-Gaya line (708)]

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

[Need to provide a separate waiting room for ladies at Taregna Station (709)]

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

[Need to further extend the shed provided at the ticket-window on Taregna Station (710)]

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

[Need to provide a drinking water-pump on the Eastern platform of Taregna Station (711)]

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

[Need to construct a bridge at Mcethapur cabin in Patna (712)]

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

[Failure in keeping Danapur Railway colony clean (713)]

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

[Need to extend the school building in Danapur Railway colony School (714)]

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

[Need to increase the amount of pension (715)]

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

[Need to avoid delay in the payment of pensions (716)]

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

[Need to give special facilities for the admission of the children of the pensioners (717)]

SHRI C. MUTHUSAMI (Karur) : I beg to move :

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

[Need for connecting Karur-Dindigul broad gauge railway via Thadicombu Vedasandur, Pallapatti and Aravakurichi (718)]

SHRI D. N. DEB (Angul) : I beg to move :

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

[Failure to conduct a feasibility-cum-cost study of the Talcher-Bimlagarh rail link in view of the new developments at Talcher after the 1947 survey (719)]

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[Failure in intensifying efforts for the conservation of fuel and other stores (720)]

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

[Failure of intensifying efforts for reducing loss and damage to goods (721)]

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

[Failure of the Railway administration to effect maximum economy in working expenses (722)]

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

[Failure in taking preventive measures for accidents at level crossings (723)]

"That the demand under the head Ordinary Working Expenses—Appropriation to Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to check ticketless travelling under the Khurda Road Division and the Asansol Division of the S.E. Railway (724)]

"That the demand under the head Ordinary Working Expenses—Appropriation to Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to secure and prevent diversion to other means of transport (725)]

"That the demand under the head Dividend to General Revenues be reduced by Rs. 100."

[Stagnation in growth of Revenue and goods traffic throughout the country (726)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to construct new lines and doubling of existing lines of the S. E. Railway within Orissa (727)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to connect Paradip Port to the hinter-land of Orissa, Bihar and Madhya Pradesh thereby affecting the efficiency and importance of Paradip Port (728)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure of electrification of the line from Balasore to Khurda Road of S. E. Railway and Talcher to Cuttack (729)]

"That the demand the head Construction of New Lines be reduced by Rs. 100."

[Failure to improve communications to the chronically drought affected and minerally rich Western Orissa to the existing Calcutta-Madras main line in S. E. Railway (730)]

[Shri D. N. Deb]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to mention construction of rail link from Ambaguda in Koraput District to Kesinga in Kalahandi District in Orissa in the S. E. Railway (731)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to mention construction of rail link from Talcher in Dhankanal District to Bimalagarh in Sundergarh District in Orissa in the S. E. Railway (732)]

"That the demand under the head Construction of New Lines be reduced by Rs. 100."

[Failure to mention construction of rail link from Talcher in Dhankanal District to Sambalpur in Sambalpur District in Orissa in the S. E. Railway (733)]

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

[Failure to provide over or under-bridges at Kesinga, Jharsuguda, Sambalpur, Meramandoli and Nergundi in the S. E. Railway (734)]

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

[Failure to provide passengers overhead bridge in the platforms of Jharsuguda Sambalpur Road in the S. E. Railway (735)]

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

[Discriminatory antipathy of the S. E. Railway in providing stoppages for Down passenger and Express trains and inadequate of passenger bogies thereby causing great inconvenience to the public of S.West. ern Orissa (736)]

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

[Failure of providing integrated service in the S. E. Railway within Orissa (737)]

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

[Failure to introduce Super Express Goods trains in the S. E. Railway within Orissa (738)]

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

[Failure to hand over operating of unremunerative branch lines to the private sector on trial basis (739)]

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

[Move to close down branch lines to tourist attraction sports thereby hampering tourist traffic and adversely affecting the foreign exchange flow into the country (740)]

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

[Move for enhancing surcharge on passenger ticket without providing adequate passenger amenities (741)]

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

[Failure to introduce an Express train from Rourkela to Puri via Kharagpur, Cuttack and Bhubaneswar (742)]

MR. DEPUTY SPEAKER : The cut motions are also before the House.

SHRI LILADHAR KOTOKI (Now-gong) : Mr. Deputy-Speaker, Sir, I support the Demands for Grants of the Railways

for the next year and also the supplementary demands for the current year. It is a matter of great concern for us that the railways have been giving a deficit since 1966-67 of ground Rs. 20 crores per year. Even this year, in the budget, the estimate of deficit is Rs. 27 crores. The hon. Minister has tried to bridge this deficit by taking recourse to additional levies on passenger and also goods traffic. This is nothing new that the Minister has done this year. The same resort was taken in the previous years also. My submission is whether in this way we will be able to cure the actual defects in the railway finances, or something more serious has to be thought of.

I would like to know whether any action has so far been taken on the recommendations of the Transportation Committee of the Planning Commission regarding railway budgeting and finances. I would go further and suggest that a high-powered committee of experts should be immediately set up to go thoroughly into the whole problem and to see how the working of the railways and its finances can be improved.

I would plead with the Minister that even in the face of this huge deficit, he should seriously consider the levy of additional freight of the order of 3 per cent on goods traffic more particularly goods of an essential character and goods which are carried to distant parts of a strategic nature like Assam. Essential commodities like salt, cement and CI sheets have to be transported to that part of the country from long distances. Last year also it was increased and this year again it is proposed to be increased. How can the economy of that region be sustained? Railways are a service which we call public utility service and he should see what relief he can give in this regard.

He has assured in his reply to the general discussion that the levy on sleeper berths for third class passengers would be reduced. I would like to know what relief he is going to give in this regard.

I would like to draw his attention to a number of resolutions passed by the National Federation of Indian Railwaymen in the 11th convention held at Gauhati in October last, pertaining to the various grievances of the railwaymen. One re-

solution refers to railway finances and economy. It is our view that in the name of economy, the Railway authorities first apply the pruning knife on the staff through retrenchment, no additional recruitment, dispensing with casual labour, etc. These are the immediate things they think of, as though there is no other method of effecting economy. Another important resolution was about Dearness Allowance. We demanded that full neutralisation of the price rise for the lowest paid employees and adequate neutralisation for other employees should be given. There are many other important subjects to which those resolutions refer. We do not know as yet whether the Railway Board and the Ministry have taken any decision on them. I would be very happy if in his reply the Minister gives some indication of the action so far taken or he proposes to take in this regard.

I come to the problem of compulsory retirement of railwaymen and other government employees at 50 years of age or completion of 25 years' service. It is said that this is done only to get rid of unwanted and inefficient employees. But this sword of damocles is hanging on every railwaymen and I feel that this has affected the efficiency of the Railways itself. Therefore, I would request him to come forward and make a categorical statement that they are not going to take recourse to this method of compulsory retirement at the age of 50 when they have other weapons with them whereby they can take care of the unwanted and inefficient people.

Another matter that affects the railwaymen very badly is the confidential reports. There are rules governing how these confidential reports are to be made and maintained. But in actual practice these rules are not adhered to and the reports are made at the whims of the officers concerned the result being that many innocent employees have to suffer in the matter of their promotion. This matter also needs to be looked into.

Now I would like to draw the attention of the Railway Minister to the special problems of the employees of the NF Railway in the area to which I belong. The Railway Minister was good enough to pay a visit there during October last year. He saw for himself the various special

[Shri Liladhar Kotoki]

problem that are obtaining there and which require special treatment.

The first and foremost thing is the location of the railway in a very strategic area and the railway being exposed to, in addition to other attacks—as the Railway Minister in his Budget Speech said, somehow all the fury has to be borne by the Railways—additional fury by way of sabotage by hostiles and other anti-national elements. Therefore, I would urge that, while some protective measures have been taken on the Lumding sector no protective measures has so far been taken in another area which is very much or equally exposed to such action and that is between Siliguri and Alipur Duar. Repeatedly I have brought this matter before this House and to the notice of the Railway authorities that at least the line between Siliguri and Alipur Duar which passes through jungles where there is no habitation should be safeguarded and protective measures should be taken there. I hope this time the Railway Minister will take positive action in that direction.

Then I come to the question of quarters for the railwaymen. In our railways, particularly in the headquarter-Maligaon, Pandu and Gauhati—the condition is very bad. The Railway Minister had the kindness to go and see the state of affairs and I know for sure that inwardly he was very sorry. Whether the matter will rest with his feeling sorry or something more positive is going to be done, I would like to hear from him now.

In this Railway certain other steps require to be taken. The first and foremost thing is the extension of the broad gauge line from Jogighopa to Gauhati and then to Tinsukia. In this case, again, the Railway Minister visited Jogighopa and Goalpara and examined the whole scheme. We do not know what action he proposes to take but, so far as the budget is concerned, there is no mention about it. I would only urge him that this demand should not be looked at purely from the commercial point of view of the railways, but it should be looked at from the defence point of view also, as was done in the case of the extension of the north bank line from Rangapara North to North Lakhimpur and thence to Murkong Selak and the broad-gauge line from Siliguri to

Bongaigaon and Jogighopa. In this case, not only for economic reasons but from the defence point of view also the extension of the broad gauge line is very very important. So, just as I urged while he was in Gauhati, I am pleading in this House also that the railways and the defence authorities should consider this matter right now so that when the real danger comes, either from Pakistan or from China, we do not find ourselves in the same awkward position in which we were in 1962 and then again in 1965. With these submissions, I support the Demands for Grants of the Railways.

श्री गुणानन्द ठाकुर (सहरसा) : यह जो-जो बजट मंत्री महोदय लाये हैं यह ठीक है कि यह घाटे का बजट है लेकिन बार-बार वह घाटे का ही बजट हमारे सामने पेश करते आ रहे हैं। मैं पिछले तीन साल के बजटों के आधार पर यह कह सकता हूँ कि जो वित्तीय हालत है वह बिगड़ती जा रही है। 1966-67 में यहां पर 18 करोड़ रुपये घाटे का बजट पेश किया गया और अब 27 करोड़ रुपये घाटे का बजट पेश किया गया है। मैं चाहता हूँ कि एफिशेंसी को बढ़ाया जाए और काम ठीक समय पर किया जाए और कोशिश की जाए कि घाटे का बजट पेश करने की आपको जरूरत महसूस न हो। आम जनता को आपको राहत देने की कोशिश करनी चाहिए।

हमारे रेल मंत्री जी बहुत अच्छे आदमी हैं, अनेक आदमी हैं। मुझे भी उन पर बड़ा भरोसा है। मैं उनके सामने एक उदाहरण रखना चाहता हूँ जो गत वर्ष भी मैंने इस सदन में रखा था। हमारा बड़ा सौभाग्य है धूम्रपूर्व रेल मंत्री श्री राम सुभग सिंह भी इस वक्त यहां बैठे हुए हैं वह सूपोल प्रताप गंज रेलवे लाइन का उद्घाटन कर के आए हैं। इसके बारे में जब पूछा गया कि क्या यह सही है कि इसका उद्घाटन किया गया था तो वर्तमान रेल मंत्री महोदय इसको बिल्कुल डिनाई कर गए स्ट्रैटेजी की बात की जाती है, बोर्डर की बात की जाती है। मैं कहूंगा कि सुरक्षा

के दृष्टिकोण से भी यह जो लाइन थी यह बहुत जरूरी थी। देश में सब से पिछड़ा हुआ प्रान्त अगर कोई है तो बिहार है। बिहार में भी सब से पिछड़ा हुआ जिला कोई है तो सहरसा है। उसका भी सब से पिछड़ा हुआ पोशंन है, उपेक्षित पोशंन है तो यह है। यहां पुरानी रेलवे लाइन कोसी के चलते खत्म हो गई है। अब वह इलाका सुरक्षित है। उसको आपने सिर्फ जोड़ना है और उस लाइन को बिठा देना है। कम से कम इसकी जांच तो हो जानी चाहिए थी लेकिन वह भी नहीं हुई है। डा० राम सुभग सिंह से कहा जाता है तो वह उत्तर देते हैं कि हम हट गए हैं, अब हम क्या कर सकते हैं। लेकिन हमने उद्घाटन ठीक किया था। कोई मंत्री कुछ कह दे या भाषण कर दे इससे काम नहीं चल सकता है। मैं पुनाचा साहब से कहूंगा कि वह इस ओर ध्यान दें। वहां यह कहा गया था कि बिहार सरकार लिखे। बिहार सरकार ने, वहां की कैबिनेट ने सर्व-सम्मति से इस चीज को पास करके पांच दिसम्बर को यह मुझाव आपके पास भेजा है लेकिन फिर भी आपकी तरफ से कोई कार्रवाई नहीं की गई है। इस तरह से यह जो पिछड़े हुए इलाकों की उपेक्षा होती है यह उचित नहीं है।

सहरसा एक डिस्ट्रिक्ट है। वहां तीन तरफ गाड़ियां आती हैं। एक ओवर ब्रिज के लिए कहा गया था। बरसों से इसके बारे में डिमांड की जा रही है। लेकिन कुछ कार्रवाई नहीं की जाती है। नोट तो एक चीज को लेकर किया जाता है लेकिन फिर उसकी कोई जांच होती है या नहीं, इसका पता नहीं। लेकिन काम नहीं हो पाता है। शीर्षासन ही यहां होता रहता है। जलटी बात ही यहां होती है। माननीय सदस्यों द्वारा जो कहा जाता है उसको नोट कर लिया जाता है लेकिन कुछ भी नहीं किया जाता। पता ही नहीं चलता है कि कुछ किया गया है या नहीं किया गया है। इस सब के माननीय सदस्य किसी बात को रखते हैं तो हो सकता है कि अफसर लोग उसकी जांच

करते हों लेकिन अफसर लोग पुनाचा साहब को जो कह देते हैं उसको वह मान लेते हैं। इसकी जरूरत ही नहीं होती है कि वह भी इसकी जांच करें कि अफसर ने जो कह दिया है वह सही है या नहीं है। जिम्मेवारी से कोई यहां काम ही नहीं करता दिखाई देता। यह तो हमारी रेलों की हालत है। पिछड़े हुए इलाकों के लोगों की जो मांग होती है उसकी सुनवाई ही नहीं होती है। किसी दूसरे ही ढंग से यह सोचा जाता है। दिल्ली, बम्बई, कलकत्ता आदि के विकास की ओर ही ध्यान दिया जाता है। उनका विकास हो, इसके बारे में कोई दो रायें नहीं हो सकती हैं। लेकिन जो गांव हैं, जहां से आपको 75 परसेंट आय होती है उनके विकास से आप क्यों भागते हैं ?

बिहार में रेल दुर्घटनाओं की भी भरमार है। आपको मैं याद दिलाना चाहता हूं कि अभी हाल ही में.....

श्री कंबार लाल गुप्त : मंडल सरकार की दुर्घटना हुई है।

श्री गुणानन्द ठाकुर : वह तो होनी ही थी राम सुभग सिंह जी का हवाई जहाज भी लौट कर आ गया है।

अभी हाल ही में विद्यापति नगर के पास रेल दुर्घटना हुई थी। दो-दो बार क्यूल के पास दुर्घटना हो चुकी है। कितने ही लोग इन दुर्घटनाओं में मारे जा चुके हैं। फिर भी उस स्टेशन की इम्प्रूवमेंट की बात नहीं सोची जाती है।

देहाती एरियाज में जो स्टेशन होते हैं उनकी तरफ कोई ध्यान नहीं दिया जाता है। वहां पानी नहीं होता है, बिजली नहीं होती है मुसाफिरखाने नहीं होते हैं। आपको सुनकर आश्चर्य होगा कि निर्मली एक जगह है नेपाल के बोर्डर पर और वहां पांच सौ फीट लम्बा प्लेटफार्म है, डा० राम सुभग सिंह जी इसको

[श्री गूणानन्द ठाकूर]

जानते हैं, लेकिन वहां पच्चीस फीट का शैंड बना है। हुंसी लाती है इस तरह की बातों को देख कर कौन इस तरह की स्कीमें बनाता है, किस तरह से काम करवाया जाता है, इसको देखकर आश्चर्य होता है। जहां तक टर्निंग का सम्बन्ध है तीन तरफ से लाइन बिछाई गई है लेकिन वहां पानी की निकासी कैसे होगी इसके लिए ब्रिज नहीं दिया गया है। वहां कालेज है, हाई स्कूल है, काफी बड़े गांव हैं जो बसे हुए हैं। वे उजड़ सकते हैं लेकिन कोई ध्यान ही नहीं दिया जाता है। साइंटिफिक ढंग से काम ही नहीं हो पाता है।

आप दरभंगा जिले को देखें। मलाबार के बाद जहां तक आबादी का सम्बन्ध है शायद इसका ही नम्बर आता है। यहां की आबादी लगभग 46-48 लाख है। लेकिन पहले-जाघाट से दरभंगा तक जाने के लिए स्लीपिंग बोयी नहीं दी गई हैं। वहां के तीस तीस विधायकों ने लिख कर दिया है, मैं मोरेंडम मंत्री महोदय को भेजे हूँ, साल भर हो गया है लेकिन कोई सुनवाई नहीं हुई है।

यात्रियों से आप टैक्स लेते हैं, उन पर कर भार बढ़ाते हैं, रेल का किराया बढ़ाते हैं लेकिन उनकी सुविधाओं की ओर आपका ध्यान ही नहीं जाता है।

जहां तक ब्रांच लाइनों का सम्बन्ध है, छोटी लाइनों का सम्बन्ध है, सुरक्षा का वहां कोई प्रबन्ध नहीं किया जाता है। मुगलसराय में अभी हाल ही में श्री दीन दयाल उपाध्याय जी को मार डाला गया है। शायद उधर आप का ध्यान अब जाए। लेकिन छोटी लाइनों की हानत यह है कि फर्स्ट क्लास तक के बर्थ काट लिये जाते हैं, उन में बिजली नहीं रहती है पानी नहीं रहता है। स्टेशनों पर भी यही हालत है।

मैं दो तीन सुझाव आपको देना चाहता हूँ। पहला मेरा सुझाव यह है कि हर पांच मील पर आप हास्ट स्टेशन दीजिये। इससे आपको

आमदनी भी ज्यादा होगी और लोगों को सुविधा भी मिलेगी। आप समझते हैं कि ऐसा करने से आपको घाटा होता लेकिन घाटा आपको नहीं होगा। लोग भी रिसर्पासिबिलिटी महसूस करेंगे और कहेंगे कि रेलवे जब हमारे लिए सोचती है तो हमें भी उसके लिए सोचना चाहिए।

वहां कम से कम हर गाड़ी में दो तीन पुलिस के आदमी आप प्रोटैक्शन के लिए रखें। गाड़ियों की वे देखभाल करें। इसका नतीजा यह होगा कि रेलवे का सामान भी जो अब बरबाद होता है वह नहीं होगा।

रेलवे में अगर आप सुधार करना चाहते हैं तो कम से कम जनता की भावनाओं का आप आदर करें, पब्लिक रिप्रिजेन्टेटिव्स के विचारों को आपको सुनना चाहिये और उन विचारों को इ्यू कंसिड्रेशन देना चाहिये।

एक पुरानी मांग भी मैं आपके सामने रखना चाहता हूँ। हमारे यहां एक भी एक्सप्रेस गाड़ी नहीं जाती है। बीस-बीस एक्सप्रेस गाड़ियां मांसी होकर जाती हैं, असम, कटिहार जाती हैं लेकिन एक भी हमारे यहां नहीं जाती है। अगर उन में से एक गाड़ी को भी आप वाया सहरसा कर दें तो उस इलाके के लोगों का आप बड़ा भला करेंगे, उन के साथ आप बड़ा उपकार करेंगे।

दरभंगा और समस्तीपुर की आप ब्रॉड गेज लाइन बना दें और अगर उसको आप सोनपुर तक जोड़ दें तो उत्तर बिहार का बड़ा कल्याण आप करेंगे।

श्री सुब्रिक्का सिन्हा (औरंगाबाद) : उपाध्यक्ष महोदय, जब कभी मैं रेलवे पर अपने विचार प्रकट करना चाहता हूँ, तब मुझे यह कहावत याद आ जाती है, “अन्धे के सामने रोये और अपना दीवा खोये।” इस का कारण यह है कि चाहे कनसल्टेटिव कमेटी हो और चाहे यह सदन हो, जब भी सदस्यों की ओर से कोई रचनात्मक सुझाव दिये जाते हैं, वो, जैसा कि

अभी तक माननीय सदस्य ने कहा है, ऐसा मालूम होता है कि रेलवे की नीकरशाही का विचार ही बदल जाता है और वे लोग सोचते हैं कि येन केन प्रकारेण उन सुझावों को नहीं मानना है और उनको कार्यान्वित नहीं होने देना है ।

इस के अतिरिक्त हमारे सुझावों के बारे में रेलवे प्रशासन की ओर से जो पत्र आते हैं, अगर आप उन में से दो, चार, पांच को निकाल कर देखें, तो आप पायेंगे कि उन सब में एक ही तरह का जवाब होता है । मालूम होता है कि उस के पास कोई सैंट ऑफ़ रेप्लाईज़ है । कोई भी सुझाव दिया जाये, उस के उत्तर में कहा जाता है कि यह अनइकानोमिक है, यह अमुक पाइंट ऑफ़ व्यू से ठीक नहीं होगा, यह फ्रीज़ेबल नहीं है, आदि । माननीय रेल मंत्री, श्री पुनाचा, के समक्ष दिक्कत यह है कि रेलवे बोर्ड का दृष्टिकोण ऐसा है कि सदस्यों की बात छोड़ दीजिए, अगर रेलवे मंत्री भी उस के कार्य में कुछ दस्त-अन्दाजी करें, तो शायद वह भी उन की शान, आन और मान के खिलाफ़ होता है । उन की बात भी नहीं सुनी जाती है और उस में अड़ंगा लगाया जाता है ।

माननीय मंत्री बड़े अच्छे आदमी हैं, लेकिन उन को शासक भी अच्छा होना चाहिए और अच्छे शासक के लिए यह आवश्यक है कि जब हम लोग कोई सुझाव दें, तो वह उसे तर्क की कसौटी पर कसें, वह हम से भी बात करें और अपने विभाग के आदमियों को भी बुलायें । वह एक जज की तरह देखें कि उन के और हमारे तर्कों में कितनी ताकत है । जो रचनात्मक सुझाव हम देते हैं, अगर वे तर्क की कसौटी पर खरे उतरें, तो मिनिस्टर की हैसियत से उन को बड़े के जोर से डिपार्टमेंट के द्वारा कार्यान्वित करवाना चाहिए । अगर ऐसा न कर के वह एक लैटर-बाक्स का रूप धारण कर लें, अर्थात् डिपार्टमेंट से कोई उत्तर दिया जाये और वह धूँ मिनिस्टर हम को मिल जाये, तो फिर मैं कहना चाहता हूँ कि

हम ने उन को एक लैटर-बाक्स का काम करने के लिए मंत्री नहीं बनाया है । मंत्री के रूप में उन का यह फ्रंक्शन है कि वह किसी भी प्रश्न पर राइट और रांग देख कर काम करवायें, न कि डिपार्टमेंट की रबर-स्टैम्प बन जायें । वह डिपार्टमेंट की रबर-स्टैम्प के रूप में काम करें और मिनिस्टर बने रहें, यह बर्दाश्त नहीं किया जा सकता है; यह प्रजातंत्र के साथ खिलवाड़ है ।

रेलवे की ओर से बराबर घाटे का बजट आ रहा है और हर साल हम यात्रियों के किराये और माल के भाड़े में वृद्धि करते हैं । जैसा कि कई सदस्यों ने कहा है, यह सोचने की बात है कि जिस रेलवे में हमेशा आमदनी होती थी, उस में बराबर घाटा हो रहा है और खासकर जब से श्री पुनाचा मंत्री बने हैं, तब से घाटा और बढ़ रहा है । यह घाटा पूरा करने के लिए सरकार किराया और भाड़ा बढ़ा देती है और कांग्रेस में रहने की वजह से हम लोग उस को डिट्टी कर देते हैं और उस के लिए गाली भी सुनते हैं । घाटे का यह सिलसिला कैसे रुकेगा, यह सोचने की बात है । किराया आदि बढ़ा देने पर भी बराबर घाटा हो रहा है ।

यह बात नहीं है कि रेलवे मजदूरों की मजदूरी बढ़ाने या लोहे के दाम बढ़ाने की वजह से घाटा हो रहा है । अगर ऐसी बात थी, तो पार-साल ही हम ने उस घाटे की पूर्ति के लिए रेलवे के किराये और भाड़े में वृद्धि कर दी थी । मैं समझता हूँ कि घाटे का प्रधान कारण रेलवे प्रशासन में दुरव्यवस्था, चोरी, क्लस्यूजन और कम्पलीट एनार्की हैं । अगर रेल द्वारा कोई माल भेजा जाये, तो वह रास्ते में टूट जायेगा, चोरी हो जायेगा, जिस के लिए रेलवे विभाग को काफी रुपया मुआवजे में देना पड़ता है । फल यह है कि लोग अपने सामान की सुरक्षा की दृष्टि से उस को ट्रकों के द्वारा भेजते हैं । सब ट्रेन्ज़ ओवर-क्राउडिड चल रही हैं, लेकिन टिकटों की आमदनी कम है ।

[श्री मुद्रिका सिन्हा]

चोरी की होड़ लगी हुई है, जिस में नीचे से लेकर ऊपर तक हिस्सा है।

चोरी को पकड़ने के लिए रेलवे में एक इन्टेलिजेंस ब्रांच बनी हुई है। लेकिन जनरल-मेनेजर और डिबीज़नल मेनेजर आदि के जो एजेंट नीचे काम करते हैं, अगर वे कहीं पकड़ में आ गये, तो बड़े अधिकारी उन को पकड़ने वालों पर नमक-सतुवा बांध कर पड़ जायेंगे। इन्टेलिजेंस ब्रांच के कुछ आनेस्ट आफिसर्स की डीप्रेड करके वहाँ से हटा दिया गया है।

बिन सुझावों को मैं पहले भी दे चुका हूँ, उन को मैं फिर दोहराना चाहता हूँ।

हमारे यहां बिहार में पटना-गया-डिहरी लाइन पर एक पी० जी० डी० ट्रेन चलती थी। वह ट्रेन पटना से छूट कर गया होते हुए डिहरी आती थी। उस इलाके के लोगों को, आरा और गया के लोगों को, पटना आने-जाने में सहूलियत होती थी, क्योंकि पटना में यूनिवर्सिटी मेडिकल कालेज, हाई कोर्ट, बिहार गवर्नमेंट का कार्यालय है और वह सब गतिविधियों आदि का सेंटर है। मंत्री महोदय को याद होगा कि मैं ने कनसल्टेटिव कमेटी में यह सुझाव दिया था कि अगर इस ट्रेन को गया से डिहरी के बीच में पैसेंजर कर दिया जाये और अगर समय बचाना है, तो पटना से गया तक पैसेंजर को एक्सप्रेस कर दिया जायेगा, तो यह ट्रेन रेलवे के लिए लाभदायक होगी अगर ऐसा न किया गया, तो एक दो महीने के बाद रेलवे विभाग की ओर से कहा जायेगा कि यह ट्रेन अनरीम्युनरेटिव है, इस लिए इस को बन्द कर दिया जाये। मैं ने जिस बात की भविष्यावाणी की थी, वही हुई। मेरे सुझाव देने के एक महीने बाद यह कह दिया गया कि वह बन्द कर दी जायेगी। या तो उसे चालू किया जाये, अन्यथा मैं इस बारे में एक दूसरा उपाय दे रहा हूँ, उसे माना जाय।

वहां पर एक डी० जी० ट्रेन है : डिहरी से गया : एंड बैक। यह गाड़ी सुबह नौ बजे गया पहुंच कर दिन भर वहां पर पड़ी रहती है और फिर शाम को पांच बजे गया से डिहरी आती है। अगर इस को पटना तक बढ़ा दिया जाये, तो जो सैकंड पैसेंजर ट्रेन गया से पटना तक है, जो 7-15 पर चलती है, उस को बचा सकते हैं। इसी ट्रेन को डिहरी से गया आने पर तुरन्त पटना के लिए स्टार्ट कर दिया जाये। पटना से गया के लिए 11 बजे से 5 बजे शाम तक कोई ट्रेन नहीं है। इस ट्रेन को ढाई, तीन षाजे पटना से चला दिया जाये, तो वह 5 बजे गया पहुंच जायेगी और 5 बजे वह गया से डिहरी के लिए अपने आरिजिनल टाइम पर चली जायेगी।

इस विभाग में ज्योतिषी भरे हुए हैं। जब इस बारे में खत लिखा गया, तो उन्होंने भविष्यवाणी कर दी कि यह ट्रेन अनरीम्युनरेटिव है। आखिर ये ज्योतिषी हैं या एडमिनिस्ट्रेटर हैं ! वास्तव में यह डी० जी० ट्रेन ओवरक्राउडिड होती हैं और रीम्युनरेटिव है। गया से पटना की सैकंड डी० जी० ट्रेन भी रीम्युनरेटिव है। मैं तो केवल इन दोनों को जोड़ कर एक करने के लिए कह रहा हूँ। फिर भी कहा जाता है कि वह अनरीम्युनरेटिव है। मैं रेलवे विभाग के इन ज्योतिषियों से तंग आ गया हूँ।

हमारी ओर से यह कहा गया कि नवीनगर स्टेशन के प्लेटफार्म को ऊंचा कर दिया जाये, लेकिन रेलवे विभाग कान में तेल दे कर बैठा हुआ है।

मैं ने गुडार स्टेशन की एपरोच रोड को सुधारने के लिए भी लिखा था। उस स्टेशन के लिए केवल वही एक रास्ता है, लेकिन उस में कहीं खाई है, कहीं टीला है और कहीं खन्दक है। जब इस ओर ध्यान नहीं दिया गया, तो मैं ने कनसल्टेटिव कमेटी में कड़े शब्दों में

कहा कि अगर विभाग के पास पैसा नहीं है, तो वह भीख मांगे, जो सी पचास रुपया लनेगा, वह हम लोग दे देंगे। विभाग न तो स्वयं काम करता है और न पब्लिक को करने देता है।

अन्त में मैं यह कहना चाहता हूँ कि मंत्री महोदय जरा मंत्री की तरह फ्रंक्शन करें; वह विभाग की रबर स्टैम्प न बनें। हम लोग जो मुझाव दें वह उस पर विचार करके उस पर अमल करवायें, वरना हम काहे को यहां पर फ़िज़ूल बोल कर टैक्स-पेयर का पैसा बर्बाद करें? हम यहां पर स्वांतः सुझाय बोल लेते हैं, लेकिन होता कुछ भी नहीं है। मेरी करबद्ध प्रार्थना है कि अगर हमारे सुझाव में कुछ तर्क हो, तो मंत्री महोदय उस को कार्यान्वित करायें। जो उस में अड़ंगा लगायें, वह उन को भी बुलायें और हम लोगों को भी बुलायें। वह जज बनें। उन के तर्क को हम काटें और वे हमारे तर्क को काटें। जो सुझाव तर्क की कसौटी पर खरा उतरे, उस को वह मानें। लेकिन वह किसी की रबर स्टैम्प न बनें।

श्री ओंकार लाल बोरवा (कोटा) : उपाध्यक्ष महोदय, आप ने मुझे समय दिया है, उस के लिए धन्यवाद। मैं रेलवे की सब डिमांड्स का विरोध करना चाहता हूँ, क्योंकि किराये तो बहुत बढ़ा दिये गये हैं, लेकिन उन के अनुसार फ़ैसिलिटीज़ नहीं दी गई हैं। मुझे ऐसा मालूम पड़ता है कि हमारे मंत्री महोदय मन्दिर के शंख की तरह हैं और ये जो बड़े बड़े अधिकारियों के रूप में पड़े हैं, उन की फूंक से बजते हैं। बेचारे पुजारी दफ़तरों में बैठ कर काम करते हैं और यानी असंतुष्ट रहते हैं। मंत्री महोदय को चाहिए कि वह दूसरों की फूंक से न बजें। हर काम में रेलवे बोर्ड का वहाना बनाया जाता है। कोई भी काम हो बोर्ड करेगा, कोई भी मंजूरी दी जाए, बोर्ड करेगा। कुछ थोड़ा सा आप भी सरकार की कोशिश करें तो बहुत अच्छा होगा। आज

तक यही बात चली आ रही है कि बोर्ड करेगा। लेकिन बोर्ड कहां तक करेगा? आज जितना भी घाटा हो रहा है, वह क्यों हो रहा है? वह इस लिये हो रहा है कि हम छोटी-छोटी बातों पर बिल्कुल ध्यान नहीं देते। इस के लिये मैं आप को कुछ सुझाव देना चाहता हूँ।

पहली बात तो यह है कि आप ने अपने स्टेटमेंट में बतलाया है कि आप के पास 2074 से ऊपर सैलून हैं। कोई आठ व्हीलर, कोई 6 व्हीलर, कोई 4 व्हीलर, इस तरह से 2074 होते हैं। अगर आप इन में से आधे अपने लिये रख लीजिये और आधे या तो किराये पर, या विवाह शादियों अथवा दूसरे उत्सवों पर 24 घंटों के लिये 500 रु० किराये पर दे दें तो आप के बजट में 18 करोड़ रु० की बढ़ती हो जाती है। दूसरी चीज़ यह कि एस्टिमेट्स कमिटी की रिपोर्ट के अनुसार अगर आप 6 पासों के बजाय 3 पास कर दें तो इस से 9 करोड़ रु० और आ जाता है।

एक और बात जो मैं आप को बतलाना चाहता हूँ, वह यह है कि रेलवे के डब्बों में जो टूटे-फूटे होते हैं, उन का जब आक्शन होता है, तो कोई बम्बई से आता है, कोई कहीं से। जो मेम्बर वहां आता है वह पार्टियों से मिल जाता है। अभी यह देखने को मिला है कि जिस डब्बे के 1900-1900 रु० मिलते थे उस के कुछ झगड़ा पड़ जाने की वजह से 3400-3400- रु० मिले। कहते हैं कि गुजरात में एक रुपये में छः आने वह ले लेते हैं, यहां तो सारा सत्यानाश हो गया। इस लिये इन छोटी-छोटी चीजों की ओर ध्यान दिया जाना चाहिये।

अब आप केटरिंग के बारे में देख लीजिये। मथुरा में अगर 100 डब्बे बाहर के बिकते हैं तो एक डब्बा डिपार्टमेंट का बिकता है। यानी 200 रु० पाने वाला केटरिंग मैनेजर 100 डब्बे बाजार से ला कर बेचता है और 2 डब्बे डिपार्टमेंट्स के बेचता है। यह कितनी बुरी चीज़ है, लेकिन इस पर ध्यान नहीं दिया जाता।

[श्री अँकार लाल बेरबा]

अब रहा हमारी एरिया का सवाल। कोटा से चित्तौड़गढ़ लाइन का उद्घाटन डा० रामसुभग सिंह ने किया, लेकिन आज उस पत्थर पर कुत्ते पेशाब कर रहे हैं। 56,000 रु० सर्वे में खर्च किया गया, लेकिन उस पर बिल्कुल ध्यान नहीं दिया गया।

संसद-कार्य तथा संचार मंत्री (डा० राम सुभग सिंह) : उद्घाटन नहीं किया गया।

श्री अँकार लाल बेरबा : हमारा बूंदी तक का जो एरिया है वह 22 मील का टुकड़ा है। अगर उसके प्राफिट का हिसाब लया कर उसको आगे बढ़ाने की कोशिश करें तो वहाँ पर इतनी खानें हैं कि एक साल में सारा पैसा निकल सकता है, लेकिन इस ओर भी ध्यान नहीं दिया गया।

जयपुर लाइन की मरम्मत करने जा रहा है रेलवे विभाग। दिल्ली से अहमदाबाद की लाइन को उखाड़ कर उसके रिपेअर करने में लाखों रुपए लगाये जायेंगे, लेकिन अगर उसमें 90 प्वाइंट से कम की ही लाइन दुबारा बिछा दें तो वह ब्राडगेज हो जाती है। इसी तरह से सर्वाई माधोपुर का छोटा सा टुकड़ा है। वहाँ से छोटी लाइन के लिये बदलना पड़ता है। लेकिन कोटा से सीधी आने वाली जो गाड़ी है या बयाना से आने वाली जो गाड़ी है उसको सीधे आगे को चला दिया जाय तो सारे स्टाफ का खर्च बच सकता है।

इसके बाद अब आप बाटलीवाला साहब की बात देखिए। रोजाना किसी न किसी अफसर को तंग किया जाता है। अगर किसी के बटन ठीक नहीं हैं तो कह दिया कि तुम सस्पेंड हो गये, किसी का फीता ठीक नहीं है, किसी का बैज ठीक नहीं है, तो उसको सजा दे दी जाती है। रोजाना हड़तालें हो रही हैं। मैंने अभी मंत्री महोदय से कहा कि हमारा पीछा छुड़ायें बाटलीवाला साहब से। इतनी परेशाना है दो साल से कि पता नहीं है कि क्या मामला है।

सुरक्षा की दृष्टि से ऐसी अव्यवस्था है जिस का ठिकाना नहीं है। कई जगहों पर गाड़ियों से डब्बे काटे जाते हैं। कभी-कभी तो डब्बा काटने के बाद बड़ी ही गड़बड़ होती है। जैसे सर्वाई माधोपुर पर गाड़ी से डब्बा काट कर लोको में अंधेरे में रख दिया जाता है। ऐसी ही स्थिति में भोगल-सराय में पंडितजी की हत्या हो गई। चित्तौड़गढ़ में भी डब्बा कटता है, मारवाड़ में कटता है, लेकिन वहाँ पर सुरक्षा का कोई प्रबन्ध नहीं है। डब्बों को काट कर दो-दो घंटों के लिये लोको यार्ड में डाल दिया जाता है। मैं कहना चाहता हूँ कि उनकी सुरक्षा का प्रबन्ध होना चाहिये।

अब अपने गार्ड वगैरह के डब्बों को देखिए। मंत्री महोदय का उनको क्या पता हो सकता है क्योंकि वह तो अपने सैलून में स्ट्रिंगदार गद्दियों पर बैठते हैं जिसमें कि रेल का धक्का उनको न लगे, लेकिन गार्ड का डब्बा तो भटाभट करता रहता है। उसको लिखने का काम भी वहीं करना पड़ता है। बारिश में हवा पानी से भी उसका बचाव नहीं है, नीचे से धूल उड़ती है। यही कामगल विभाग का हाल है। कामगल क्लर्क के हाल को देखा जाय तो कहा जाता है कि वह अनावश्यक है। आप टूट-फूट की जिम्मेदारी उसको देते हैं, लेकिन आपको पता होना चाहिए कि जो उनके हमवाल हैं, ठेकेदार के वह उनकी परवाह नहीं करते। या तो रेलवे के हमवाल होने चाहियें या फिर ठेकेदारों के ऊपर यह जिम्मेदारी डाल देनी चाहिए कि वह टूट-फूट की हिफाजत करें। मैं तो कहता हूँ कि इसकी जिम्मेदारी जनरल मैनेजर पर होनी चाहिये। यदि कोई टूट-फूट होती है तो वह ठेकेदार के कुलियों को हटा कर डिपार्टमेंट के कुली लगा लें। इसी तरह से टूट-फूट की हिफाजत हो सकती है।

अब आप कुलियों का हाल देखिए। कोटा में कुलियों को 35 पैसे मिलते हैं

जब कि दिल्ली में 45 पैसे मिलते हैं। इस तरह की छोटी-छोटी बातों में भेद-भाव किया जाता है। आप वर्दी के बारे में देखिए। कामर्शल वालों को वर्दी दी जाती है कोट और पैट, सैंटर में सिर्फ पैट दिया जाता है और वेस्टर्न रेलवे में कुछ नहीं। मैं पूछना चाहता हूँ कि क्या वह लोग रेलवे के कर्मचारी नहीं हैं? जब उनका प्रमोशन, वेतन वगैरह सब बराबर है तो वर्दियों में यह भेद-भाव क्यों है? इससे यह होता है कि एक को देख कर दूसरों के अन्दर आपस में ईर्ष्या होती है।

इसके बाद टिकट चेकर की बात देखिए। उसके लिये आप ने खाकी वर्दी दे दी है और ऐसा लगता है जैसे कि पोस्टमैन आ रहा है। आपने उसके थैले लगा दिये हैं और खाकी वर्दी दे दी है। मानो कोई होटल वाला ट्राली चला रहा है जिसकी खाकी वर्दी होती है। उसको देख कर कोई भी आवाज दे देता है कि जरा पूरी दे देना। इतनी आप ने उनकी हालत बिगाड़ दी है। सफेद कपड़े और खाकी कपड़े में कोई दो बातें नहीं होतीं जिससे कि कोई भेद-भाव किया जा सके, लेकिन आप ने उनकी पोस्टमैन जैसी हालत बना दी है। यह कितनी बुरी चीज है।

देहरादून एक्सप्रेस में एक ही गार्ड रहता है। जब ट्रेन चलती है तो उसको सोलह डब्बे पार करके इंजिन तक जाना पड़ता है पैसेन्जर्स को बिठलाने के लिये। वहां पर और कोई भी अटेंडेंट नहीं होता है। आखिर एक कंडक्टर गार्ड रखने का क्या मतलब है?

डी लक्स ट्रेन जो दिल्ली उसमें एम० पी० लोगों के लिए ~~नाटा~~ नहीं होता। मंत्री महोदय कहते हैं कि जब पार्लियामेंट का सेशन खत्म हो जायेगा तब उनके लिये कोटा रख देंगे। मैं पूछना चाहता हूँ कि उस वक्त उसमें कौन एम० पी०

बैठेगा? यह बिल्कुल गलत चीज है। जब सेशन चले तब तो उस में जरूर ही उनके लिये कोटा होना चाहिये।

आपने बड़ी मुश्किल से भरतपुर में एक प्लेटफार्म बनाया है। उसकी हालत क्या है? वह ब्राडगेज का प्लेटफार्म 6 इंच ऊंचा है जमीन से और जो दूसरा प्लेटफार्म है वह तीन फुट ऊंचा है। क्या नक्शा बनाने वालों की और उसको पास करने वालों की अक्स मारी गई है कि एक प्लेटफार्म 6 इंच ऊंचा और दूसरा तीन फीट ऊंचा रक्खा है।

आप देहरादून एक्सप्रेस में डीजल इंजिन लगाने जा रहे हैं। लेकिन जब तक यह व्यवस्था नहीं होती तब तक आप पारसल एक्सप्रेस को सीधी चलाने की कोशिश करें ताकि वह जयपुर की गाड़ी से मिल जाये।

कोटा के अन्दर एक अफसर डबलिंग कंस्ट्रक्शन में अकाउंट्स का काम करता है। उसके खिलाफ एग्जिक्टिव इंजीनियर ने शिकायत की, चीफ इंजीनियर ने शिकायत की, बनाने वाले ने रिपोर्ट की है कि भ्रष्टाचारी है और यह ठेकेदारों का काम नहीं करता जब तक उसको पैसे न दिये जायें। एफ० ए० एन० सी० ओ० को भेज दिया एन्क्वायरी के लिये तो वहां एक टेबल पर जा कर चाय पी आया और कह दिया कि इसने यह कह कर मुझ से 500 रु० लिये थे कि मुझे उधार दे दो, जब मैं मांगने गया तो हेडक्वार्टर को रिपोर्ट कर दी कि यह मुझ से 500 रु० मांग रहा है। आज इस तरह के अफसरों की जांच नहीं हो रही है, लेकिन फिर भी मंत्रालय कान में तेल डाले बैठा है। यह बिल्कुल गलत चीज है। ऐसे भ्रष्ट अधिकारी की पूर्ण जांच होनी चाहिये। अगर बाटलीवाला साहब को महरबानी करके वहां से ट्रांसफर कर दिया जाये तो हम चैन से सोयेंगे।

इसी तरह से आप के छोटे-छोटे कर्मचारी हैं, जैसे कि आपकी कैजुअल सेबर है उनको

[श्री ओंकार लाल बेरवा]

परमानेंट करना चाहिये। कर्मचारियों की औरतों को तपेदिक हो जाता है, खुद को तपेदिक हो जाता है और वह अपने को ट्रांसफर करवाना चाहते हैं तो अफसर लोग बैठे-बैठे ही कह देते हैं कि नहीं। डाक्टर का साटिफिकेट दे दो, दो-तीन साटिफिकेट दे दो तब भी वह परवाह नहीं करते। इस तरह के आदमियों को ट्रांसफर जरूर करना चाहिए और उनकी शिकायतें सुननी चाहियें। वहां जो मेडिकल आफिसर बैठा है कम से कम उसकी इज्जत का खयाल तो करना ही चाहिये। आज इसकी वजह से कैजुअल लेबर का इतना बुरा हाल है कि और कहीं नहीं हो सकता।

मैं इन मांगों को सपोर्ट करते हुए कहना चाहता हूँ कि अगर कोटा से चित्तौड़ तक नहीं तो पहले जोन कोटा से बूंदी तक लाइन बननी चाहिये और जो डब्बे आप कोटा बीना के लगा रहे हैं उनकी संख्या कम से कम चार या पांच कर दीजिये।

17-59 HRS.

JAMMU AND KASHMIR
REPRESENTATION OF THE
PEOPLE (SUPPLEMENTARY)
BILL—contd.

MR. DEPUTY-SPEAKER : We have now to take up the discussion we postponed concerning the Jammu and Kashmir Representation of the People (Supplementary) Bill. Shri Srinibas Misra has raised a constitutional objection. I am dealing with it first.

SRINIBAS MISRA (Cutback) : After the matter was postponed, I had discussion with the hon. Minister. I know what he is going to say but I do not agree with the stand that he takes. I shall therefore place my point of view before you.

18 HRS.

There are two provisions which have to be looked into. Article 327 to which I referred, reads :

“Subject to the provisions of this Constitution, Parliament may from time to time by law make provisions with respect to all matters relating to, or in connection with, elections. . . .”

So, article 327 gives power to Parliament to make law with regard to elections and matters that would include everything connected with elections, but this article is not applicable to the State of Jammu and Kashmir, under the Order of the President under article 370.

Article 370 reads :

“(1) Notwithstanding anything in this Constitution:—

* * *

(b) the power of Parliament to make laws for the said State shall be limited to:—

(i) those matters in the Union List and the Concurrent List which, in consultation with the Government of the State, are declared by the President to correspond to matters specified. . .

(ii) such other matters in the said List as, with the concurrence of the Government of the State, the President may by order specify.”

The hon. Minister has now produced an Order by the President amending the application of Entry 72 of the Union List. His contention is that article 246 being a generic article giving power to Parliament to make laws with respect to all matters included in the Union List, Parliament has also power to make any law with respect to Entry 72, but Entry 72 was excluded by the Presidential Order in the first instance.

Now, this second Order is :

“In exercise of the powers conferred by clause (1) of article 370 of the Constitution, the President, with the concurrence of the Government of the State of Jammu and Kashmir, is pleased to make the following Order:—

* * *

“(iii) in entry 72, the reference to the States shall be construed,—

(a) in relation to appeals to the Supreme Court from any decision or order. . . .”