

श्री मधु लिमये : अगर कुछ सदस्यों और मंत्रियों में इस को समझने की बुद्धि नहीं है, तो मैं क्या कर सकता हूँ ?

डा० राम मनोहर लोहिया : जैसे, इसु मसीह की बवायें ।

12.47½ hrs.

**BUSINESS ADVISORY COMMITTEE
FORTY-FIFTH REPORT—contd.**

अध्यक्ष महोदय : तो क्या हाउस की यह राय है कि इस रिपोर्ट को वापर बिजिनस एडवाइजरी कमेटी को भेजा जाये ?

एक माननीय सदस्य : जी हाँ ।

अध्यक्ष महोदय : तो फिर इसे कमेटी को वापस भेज दिया जाता है ।

12.48 hrs.

**RAILWAY BUDGET—GENERAL
DISCUSSION—contd.**

Shri M. R. Masani (Rajkot): Will the hon. Minister be called today?

Mr. Speaker: There are four hours and twenty minutes left.

The Minister of Railways (Shri S. K. Patil): You have allowed something to be taken up at 3.15; that would also take sometime. I would require about an hour.

Mr. Speaker: Can I call the hon. Minister at 3.15?

Shri Harish Chandra Mathur (Jalore): If we have four hours, that means this will go on till 5 o'clock.

Mr. Speaker: Therefore, I will call the hon. Minister at 4 o'clock. Mr. Rajaram.

Shri Rajaram (Krishnagiri): Sir, the other day I was urging the hon.

Railway Minister to drop the freight surcharge on coal. The increase in freight charge could have been met otherwise by plugging the loopholes in the railway administration. Regarding passenger amenities, I would like to draw the attention of the House to the 23rd report of the Estimates Committee wherein they say that the Committee also recommend that any shortfall against the allotment of Rs. 3 crores for passenger amenities in any particular year should be made good in the subsequent years. The other day Shri Ravinder Varma has calculated that the railway spending on passenger amenities was short by Rs. 3.27 lakhs.

There is another thing. There are two bogies attached to the Nilgiri Express from Salem Junction. The Nilgiri Express starts from Salem at 10.10 p.m. and reaches Madras in the early morning. So also, it starts from Madras at 8.25 p.m. and reaches Salem in the early morning. There is a lot of overcrowding in those compartments. I am therefore requesting the hon. Minister to allot a third-class sleeper, coach to Salem passengers so that they may have a little convenience, because the Nilgiri Express runs nearly for eight hours from Salem to Madras.

Then, as far as the conversion of metre gauge into broad gauge is concerned, the railway administration has already converted Gudiwada to Bhimavaram and Vijayawada to Masulipatam into broad gauge lines. As far as the question of economy, speed comfort and other things are concerned, the broad gauge system is certainly more desirable. I think there are no two opinions on this. I am not insisting on a change of everything, and all of a sudden, but I might point out one thing. We are now constructing a railway-line in between Salem and Bangalore. Now Salem to Madras is a broad gauge line; so also; Bangalore to Jalarpet is another broad gauge line. The new line which is under construction in between Salem and Bangalore is a metre gauge