

specifically say as to what can be done about the specific points.

The hon. Member, Shri Bhupesh Gupta, raised the question of a particular case of communal riots in one town in Sabarkantha district. He rightly said that I cannot reply to all the points here. But I will certainly take care to see that this relevant matter is brought to the attention of the appropriate authorities.

Sir, the other Member has raised a general point. I do not think it can be replied to now.

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of the State of Gujarat for the services of a part of the financial year 1974-75, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up clause-by-clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI Y. B. CHAVAN : Sir, I move :  
"That the Bill be returned."

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up the Appropriation (Railways) No. 2 Bill, 1974 and the Appropriation (Railways) No. 3 Bill, 1974. Both can be moved at this stage.

# I. THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1974

## II. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1974

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : Sir, I beg to move :

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

and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration".

Sir, I also beg to move :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1972, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

*The questions were proposed*

SHRI NIREN GHOSH : (West Bengal) : Sir, I would like to know whether the hon. Railway Minister, Mr. L. N. Mishra would resign. That is the most appropriate question to-day because the other day Dr. Mathew Kurian showed photostat copies, etc., as to how he has mis-appropriated money. He is also connected with the scandal of the Karnataka Export Corporation. He is also connected with this scandal that 70 per cent of the wagons even now lie unutilised. I make a specific charge that even the small number of wagons that are there are not utilised. The Railway Board does not get its share now. Previously the mine owners used to give them big amounts of money for allotment of wagons. Now it has become difficult. So even though there is shortage of wagons, the number of wagons that are there are not being utilised. And he should answer the question. I accuse the Railway Ministry of deliberately not supplying wagons for lifting of coking coal and coal necessary for the power plants and steel plants; the Railway Ministry is bringing the economy to a grinding halt by mismanagement, bungling, corruption and what not. And the Railway Board is sitting tight on the matter. What is Mr. Beri doing ? He is equally a bureaucrat. They said about Mr. Ganguli. Mr. Ganguli might be a bureaucrat. We know, you have bungled, this Government does not tolerate; they tolerate only stooges who can make black money. This is how things are happening. This Railway Ministry has

[Shri Niren Ghosh]

killed the engineering industry, the wagon-building industry, which is based entirely in the eastern region. They have killed the Indian engineering industry through a deliberate, misdirected policy for which this Railway Board is responsible and for which this Railway Board should be disbanded and each and every member of it should be sacked. I accuse all of them because I know from personal experience, I can supply immense data, they are responsible for deliberately crippling this industry and making the railways suffer for want of wagons. Their entirely misdirected policy is stabbing in the back of the economy. That is done by the Railway Ministry and the Railway Board knowingly, deliberately and concertedly. That is the charge I lay against those fellows. That is how they are behaving. And now even whatever number of wagons are there, they have not been utilised resulting in the suffering of workers and in production-cut. You talk of production and what not. There is corruption in everything. Corruption takes place right from the top of the Railway Board down to the lowest level. Almost each and every high official is involved in corruption. Nothing moves, nothing moves there without corruption, without greasing the palms. That is how the Railway Board and the Railway Ministry right from top to bottom are functioning. That has been our experience, our personal experience. And that is blocking everything. It is a roaring scandal. And sitting at the top, down to the bottom the one who can personify corruption and scandal in India is Mr. L. N. Mishra who has been made the Railway Minister. Why did the Prime Minister keep him there? Is because he could collect some black money for election fund as each and every Foreign Trade Minister does? Prof. D. P. Chattopadhyaya also does it. Rupees 2 to 3 crores from the jute magnates have come for U.P. election. Who does not know that they got that money when export duty was slashed? It is an open talk in the bazaar. Even people in the Congress and high officials confided to us that these are the things that are going on. So I point my accusing finger in that direction. I cannot say anything about Mr. Qureshi. But Mr. L.N. Mishra must go, he must go from the Government of India. He must go. He is the symbol of corruption...

SHRI OM MEHTA : But you are going.

SHRI NIREN GHOSH : I will go, but India will remain.

SHRI N. H. KUMBHARE (Maharashtra) : Sir, Mr. Qureshi is well aware of the rising demand being made by the employees belonging to the Scheduled Castes and Scheduled Tribes regarding recognition of their association. I had raised this issue in the past and the Railway Minister had told us that an association which is built on caste cannot be recognised. How could an association of Scheduled Castes and Scheduled Tribes be branded as a Communal organisation? In fact, this organisation is there to agitate for the cause of weaker sections among the workers, and only to agitate in respect of their rights which are conferred on them under the provisions of the Constitution which give them the right to recognition in services.

The result is that the employees have no forum which they can approach and through which they can seek redressal of their grievances. In principles, even the Government employees associations have been given the recognition. The Government has also got the consultative machinery at every level. So, one fails to understand why the Government should hesitate to give recognition to this association which will be working in a very limited sphere. What they want exactly is that there are certain rights which are denied to them and those rights should be protected. What is legitimately due to them is also denied. Therefore, they want some agency through which they can put forth their grievances and have them redressed. Now, the employees belonging to the railways have no forum of their own through which they can approach the authorities for the redressal of their grievances and, therefore, for this purpose, they have to come to the Members of Parliament and to the Minister, Mr. Qureshi. Mr. Qureshi must be knowing this : Sir, I am myself sending about not less than fifty letters every month and all these are relating to the various problems arising out of their service conditions, problems of promotion, problems of initial recruitment, problems of demotions, problems of harassment, or problems of not giving effect to the Government orders and so on and all these things are

there. They come to me and I am required to write to the honourable Minister. Now, are we to be in this House only to represent the individual grievances ? This happens because these employees have no forum of their own and, therefore, they are required to rush to the Railway Board, the Railway Minister or the Members of Parliament and trouble them for nothing. My submission is that there are certain grievances which can be looked into at a particular level. Every case does not go to the Supreme Court and for every small matter you do not move the High Court. But here you have created conditions on account of which the worker is required to rush to the Railway Board and wait for six months or one year. Therefore, it is in the interest of administration and in the interest of the Scheduled Caste and Scheduled Tribe employees if this association is recognised and this is not for getting any and every right. There are other associations and unions. But this is only for a limited purpose and they want to represent their case with regard to promotion, recruitment and harassment, etc. All these things are there and they can be dealt with at a certain level and everything need not go to the Railway Board or the Railway Minister. So, Sir, my submission is this : Since I am the only speaker now, I hope that the honourable Railway Minister will deal with this aspect and tell us that some such method or forum is approved so that it will serve as an effective instrument for the redressal of the grievances of the Scheduled Caste and Scheduled Tribe employees. This is all that I want to say.

**SHRI MOHD. SHAFI QURESHI :** Sir, at the first instance, I strongly refute the charges levelled by Shri Niren Ghosh against the Railway Minister because all these charges are absolutely baseless and the Minister, not once, but so many times, has clarified his position and in the statements which he has made in both Houses of Parliament he has explained it many times.

Sir, he referred to the problem of wagons and he stated that 70% of the wagons are lying unutilised. This is not borne out by facts. The total holdings of wagons with the Indian Railways are 4,43,000 out of which, Sir, the daily average of Metre Gauge and Broad Gauge wagons under repair or awaiting repairs is 19,437 and

this brings it to 4.39% so, this is the total capacity of the Indian Railways which is under repair at a particular time and to say that 70% of the wagons are not being utilised is not correct.

Sir, the other point that has been raised is about the Association of the Scheduled Caste and Scheduled Tribe employees. Sir, this point has been dealt with at great length here in this House also and the rights of the Scheduled Castes and Scheduled Tribes are guaranteed and protected under the Constitution itself and on the side of the Railways, we see that the share that is allotted to the Scheduled Castes and Scheduled Tribes with regard to their service and promotion conditions is duly given to them.

Sir, we have ourselves been feeling that the recruitment of Scheduled Tribes specially has not been quite satisfactory, and also in Class I and Class II the recruitment of Scheduled Castes has not been up to the mark. These are the facts which I have often stated in the House, I am not going to conceal them. We have appointed a special cell, and a special officer has been appointed who is exclusively meant to look after the demands of the Scheduled Castes and Scheduled Tribes people. Sir, it will be our endeavour that with regard to their recruitment, with regard to their promotions and with regard to their transfers and other facilities which they seek, the Railways will try to do their best.

**MR. DEPUTY CHAIRMAN :** The question is :

“That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration.”

*The motion was adopted.*

**MR. DEPUTY CHAIRMAN :** We shall now take up clause by clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI MOHD. SHAFI QURESHI :  
Sir, I move :

"That the Bill be returned."

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : The question is :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1972, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

*The motion was adopted.*

MR. DEPUTY CHAIRMAN : We shall now take up clause by clause consideration of the Bill.

*Clauses 2 and 3 and the Schedule were added to the Bill.*

*Clause 1, the Enacting Formula and the Title were added to the Bill.*

SHRI MOHD. SHAFI QURESHI :  
Sir, I move :

"That the Bill be returned."

*The question was put and the motion was adopted.*

MR. DEPUTY CHAIRMAN : The House stands adjourned till 2.45 p.m.

The House then adjourned for lunch at forty-four minutes past one of the clock.

The House reassembled after lunch at forty-eight minutes Past two of the clock, Mr. Deputy Chairman in the Chair.

### THE APPROPRIATION BILL, 1974

MR. DEPUTY CHAIRMAN : Now, we shall take up the Appropriation Bill, 1974.

THE MINISTER OF FINANCE (SHRI Y. B. CHAVAN) : Sir, I beg to move :

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

and out of the Consolidated Fund of India for the services of the financial year 1973-74, as passed by the Lok Sabha, be taken into consideration."

This Bill arises out of the supplementary Demands for Grants of Rs. 531.14 crores voted by the Lok Sabha on 25th March, 1974 and an expenditure of Rs. 334.49 crores charged on the Consolidated Fund of India, as detailed in the Supplementary Demands Statement laid before the House on 12th March, 1974. As full explanations have already been given in that statement, I would confine myself to a few introductory remarks on some of the important items for which provisions have been sought for in the present batch of the Supplementary Demands.

The amounts included in this batch represent the unavoidable minimum additional requirements which have arisen after the presentation of the Supplementary Demands for Grants in December, 1973. Of the present additional requirements of Rs. 865.63 crores, Rs. 386.83 crores are on Revenue Account; Rs. 57.27 crores on Capital Account and Rs. 421.53 crores for disbursement of loans and advances.

Sir, I might mention, that of the total supplementary estimates of Rs. 865.63 crores, Rs. 350.20 crores are for assistance to State Governments—Rs. 96.21 crores for additional Grants-in-aid and Rs. 253.99 crores for further loan assistance. The additional grants-in-aid are : towards relief for distress caused by natural calamities—Rs. 60 crores ; crash programme for the educated unemployed—Rs. 24.37 crores ; construction of houses for Harijans in Jayanti villages—Rs. 4.32 crores ; and schemes for the welfare of the Scheduled Castes and the Scheduled Tribes—Rs. 2.53 crores.

The additional requirements under loans to the State Governments are Rs. 182.63 crores for covering higher gaps in the States' resources and for larger assistance for execution of specified schemes and for acceleration of projects as advance action for the Fifth Plan; Rs. 69.79 crores as assistance towards natural calamities; and Rs. 1.42 crores to the Government of West Bengal for financing purchase of the Calcutta Tramways.