

MR. DEPUTY CHAIRMAN: Will you please resume our seat ?

SHRI BHUPESH GUPTA: ... You will ...

MR. DEPUTY CHAIRMAN: No more. We are proceeding to the next item on the List of Business, Bill for Introduction.

(Shri Niren Ghosh Spoke)

MR. DEPUTY CHAIRMAN: Please sit down. That should not go on record. Will you please refer to Rule 67, "with the consent of the Chairman"? Therefore, I am not going to allow it. Therefore, let us proceed with our Legislative Business.

SHRI BHUPESH GUPTA: Will you please allow me to move that that particular rule be waived. I move :

That the Rule be waived.

I can ask for waiving a rule. The rule provides for waiving a rule. Remember if the Government does not accept our right to waive the rule. I do not know how you will transact the Legislative business. You will need it yourself.

SHRI K. K. SHAH : That must be with the permission of the Chair.

SHRI BHUPESH GUPTA: Tomorrow you will need it—the waiving of the rule. And we shall co-operate with you. Why don't you give us the same right to-day? I move ...

MR. DEPUTY CHAIRMAN: I am not giving my consent to move it. Please sit down. We have taken enough time.

SHRI BHUPESH GUPTA: No.

MR. DEPUTY CHAIRMAN: We have to finish our legislative business and we may have to ask Members to sit for long, causing them some inconvenience, to sit even after 6 or 7. Let us not cause inconvenience to hon. Members.

SHRI GODEY MURHARI: If the resolution about the committee had been agreed to, the whole thing would have been over in half-an-hour.

MR. DEPUTY CHAIRMAN: We have discussed it at length. If you still want a discussion, we can discuss it in the chamber tomorrow and see what can be done. Now, Bill for introduction.

SHRI NIREN GHOSH: Then keep your ruling pending.

SHRI BHUPESH GUPTA: Everything will be pending.

THE SUPREME COURT (ENHANCEMENT OF VALUATION FOR CIVIL APPELLATE JURISDICTION) BILL, 1969

THE DEPUTY MINISTER IN THE MINISTRY OF LAW AND IN THE DEPARTMENT OF SOCIAL WELFARE (SHRI MOHAMMED YUNUS SALEEM) : Sir, I beg to move for leave to introduce a Bill to enhance the amount or value of the subject-matter of dispute for purposes of civil appellate jurisdiction of the Supreme Court, and further to amend the Code of Civil Procedure, 1908

The Question was put and the Motion was Adopted

SHRI MOHAMMED YUNUS SALEEM: Sir, I introduce the Bill.

THE APPROPRIATION (RAILWAYS) NO. 5 BILL, 1969

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI ROHANLAL CHATURVEDI) : 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 service of the financial year 1969-70 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration".

SHRI C. D. PANDE (Uttar Pradesh) : Sir, the Minister should say something—why he is asking for it, what is the purpose, and so on.

SHRI DAHYABHAI V. PATEL (Gujarat): Sir, it is customary to explain why they want to misappropriate from one head to another.

SHRI ROHANLAL CHATURVEDI : It is not a question of misappropriation

MR. DEPUTY CHAIRMAN : Perhaps after hearing the speeches of the hon. Members, he may speak. It may facilitate the completion of the work.

AN HON. MEMBER : He has not done his home work.

MR DEPUTY CHAIRMAN : Do you want to make some preliminary remarks, Mr. Chaturvedi ?

SHRI SUNDAR SINGH BHANDARI (Rajasthan) : He has lost his copy book.

SHRI BHUPESH GUPTA (West Bengal) : Let the House adjourn for five minutes so that he can find it.

SHRI M. S. GURUPADASWAMY (Mysore) : Sir, it is a normal practice that when a Minister moves such a motion, he should make some preliminary remarks. It is an accepted practice. I do not know why my hon friend is keeping quiet. He should make a few remarks explaining.

SHRI OM MEHTA (Jammu and Kashmir) : He does not want to.

SHRI M. S. GURUPADASWAMY : No. question of "he does not want to". He has to do it. Do not depart from the normal practice. He should give some explanation.

SHRI ROHANLAL CHATURVEDI : Sir, in this Bill, there is a provision for Rs. 1,000 under demand No 2—Miscellaneous Expenditure—to recoup the advance, taken from the Contingency Fund of India for a survey and there is a token provision of Rs 2,000 under demand No. 15—Open Line Works—Capital Depreciation Reserve Fund and Development Fund—for works sanctioned or proposed to be taken up during the year and have to be brought to the notice of the Parliament, since they constitute "New Service/New Instruments of Service".

The provision of Rs. 1,000 under demand No. 2—Miscellaneous Expenditure—is for recoupment of an advance taken from the Contingency Fund of India in October 1969 for an Engineering-cum-Traffic survey for the doubling of the line between Bayana and Mathura, 75.41 kilometres on the Western Railway estimated to cost Rs. 2.66 lakhs. A token provision of Rs 1,000 each is asked for under the demand No. 15 for the works for creating additional capacity (a) at the Diesel Locomotive Works, Varanasi, at an estimated cost of Rs. 87.40 lakhs for the manufacture of initial and maintenance spares for diesel locomotives to meet the requirements of Railways, and (b) at the Integral Coach Factory, Perambur, at an estimated cost of Rs. 51.50 lakhs for the manufacture of coaches.

The Question was Proposed.

SHRI T. V. ANANDAN (Tamil Nadu) : Mr. Deputy Chairman, Sir, I would like to avail myself of this opportunity to point out to the august House that there is always a feeling—why even when they submit the Budget, they say this—that the Railways are running at a loss. I am going to show how the Railways run into losses in this country. Here is a case, Mr. Deputy Chairman. The Southern Railway was incurring a loss of Rs. 5 lakhs to maintain a branch-line from Dhanushkodi to Talaimannar. The Railway Ministry came forward to dismantle that branch-line, and the steamer service has been handed over to the Shipping Corporation. Mr. Deputy Chairman, I think annually the Government of India subsidises the Shipping Corporation to the tune of about Rs 15 lakhs. Here the Government pays Rs. 15 lakhs to maintain the steamer service, but at the same time they have dismantled this branch-line. The marine workshop and the dry dock built at an enormous cost during the period of the British and other buildings there are not fetching any revenue. You are now going and begging the State Government to take over those buildings. They say "We do not want those buildings". So, here is a capital loss for the Government, whether it is Railways or Transport and Shipping. You are paying to the Shipping Corporation Rs 15 lakhs whereas the the Railways was maintaining the branch-line at Rs 5 lakhs loss. How can you argue that the action taken by the Railway Ministry is correct? There is a feeling that discrimination is being shown. People in the southern parts say that there are railway lines running into losses to the tune of crores of rupees in other places, but they are not dismantled. This is a historical railway. In the Ramayana it is said that Rama killed Ravana and came to Dhanushkodi. That is how the station came into prominence and thousands of pilgrims who go there are stranded now. You do not look to the needs of the public. You simply say "There is a loss of Rs 5 lakhs. So dismantle it". At the same time you pay Rs 15 lakhs to the Shipping Corporation. Is it fair? The Railways are running into loss by paying Rs. 140 crores as dividend plus Central sales tax of Rs. 40 crores. At the same time, you are maintaining subsidised railway lines. You do not bring up the railwaymen to the standard of other Government servants. The technical staff of the Railways are not treated on

Par with those who are working in the public sector undertakings with the same qualifications. They have been demanding and there was an agitation also here last month. Nobody cares to look into all these aspects but so many crores of rupees are being wasted. Here in this House last year it was admitted by the then Railway Minister, Dr. Ram Subagh Singh, who is unfortunately no more the Railway Minister due to the political game that is played in this country. He gave an assurance in this august House that the cases of thousands and thousands of railwaymen were being looked into for giving them upgradation. But these cases have not yet been gone into. You have not fulfilled the assurance given in this House. And the Railway Ministry is wasting so many crores of rupees. They do not care to look after the interests of the railwaymen who are the backbone in getting, not one thousand, but hundreds of thousands of crores of rupees into the exchequer of this country. Nowhere in the world is a railway earning so much of revenue as the Indian Railways do. And it is due to the effort and efficient working of the railwaymen. I hope the Railway Ministry will look into this aspect and see that the assurance given in this House is fulfilled immediately. Thank you.

SHRI N. PATRA (Orissa) : Mr. Deputy Chairman, I rise to support the Supplementary Grants asked for by the Minister. While supporting this I would like to draw the kind attention of the Minister to the urgency of completing the railway link between the Paradeep Port and Cuttack. I understand recently there is a thinking in the Ministry to put off this construction which was originally decided to be completed by 1971. I think the rethinking in the Ministry is being done under a misapprehension that the Japanese traders might not be lifting the iron ore from the Orissa mines. But that doubt has now been cleared and the Government wanted the Mining Corporation to deposit some lakhs of rupees and they have also come forward to deposit their share of Rs. 67 lakhs for the railway sidings between these places. Then where is the question of the Government lagging behind? What is the reason? In the case of Orissa, when they have dumped so many crores of rupees for the development of the Paradeep Port, do they want that this huge investment should go to waste? If they want to augment the development of the Paradeep Port and help Orissa develop economically, they

should expedite the construction especially when everything is now cleared. In answer to a question recently the Deputy Minister concerned said that already there was an agreement with Japan, but they were hesitating whether Japan would come forward to lift the iron ore. Now Rumania offers to take 22 million tons of iron ore mainly from Badjamada and Daityari mines of Orissa. Why then is the Ministry not trying to finish this construction? When things were coming to a head, it was decided that it should be completed by 1972. I would, therefore, urge upon the Government the need to take up this construction in right earnest even before the scheduled time and help the economic development of Orissa, to augment the development of the Paradeep Port where crores of rupees have been spent already.

In this connection, I would like to draw the Minister's attention to another point. There is a survey for a railway link between Talcher and Bimlagarh. There has been a great agitation and waste of national property. Of course, we do not support such wastes. But this is a natural demand of the Oriya people that there should be a railway line to the Paradeep Port connecting not only Cuttack, but also connecting the mines from where the raw material has to be lifted. If you want this lifting to be done economically, you have got to expedite the survey of that railway line and see that that is also constructed soon.

I would then switch over to another funny incident. I wrote a letter to the Deputy Railway Minister regarding the practice of the railways in leasing out the lands on the side of the railway lines to new cultivators. I wrote to him about an incident near the Parlakimidi railway line. I am astonished to find the reply of the Minister and the railway officials. This is the Minister's reply—D. O. letter No. 69 (*Interruptions*) This is in reply to a letter which I had written to him. Near the Kasinagar railway station there was an old cultivator. He has grown very old now. There was some manipulation and this old man was deprived of his land near that railway station. And that land was given over to that railway station master for cultivation. I do not know now the Minister justifies this action, this action on the part of his Department. How does he justify it? I do not know how this can be justified. The Minister should revise his attitude and not take these matters so lightly when a Member of Parliament has gone to him with a complaint of this sort; otherwise, what is the fun of a Member of Parliament asking the Minister?

[THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) In the Chair] :

[Shri N. PATRA]

The Minister has replied to my letter thus—

“Dear Mr. Patra,

Please refer to your letter of November 18, 1969 forwarding the representation of Shri Kalia Sahu of Kasinagar demanding the allotment of the railway land near the Kasinagar railway station. Since the land is situated adjacent to the station, the same has been allotted to the Station Master, Kasinagar Railway Station in accordance with the extant rules.

With best wishes,

Yours sincerely,

...

I do not understand what these extant rules are. How does the station master come in her when the original cultivator, the old man, never defaulted in the payment of any taxes levied? If station masters, Ministers and Members of Parliament become cultivators, I do not know how this problem of economic development can be solved. What is the meaning of the economic resolution coming before the Ahmedabad session and the Bombay session of the Congress? How do you solve the employment problem unless you go to the help of the poor people who have been deprived of their cultivation by some manipulation? Some rules have been quoted by some officials. How strange it is! Even in reply to the letter from a Member of Parliament they say, “... under the extant rules”. What are these extant rules? I demand that, if necessary, the rules must be revised and the land restored to the original cultivator; otherwise, there is no justification in the railway station masters, school teachers, pleaders and others becoming cultivators.

Then I want to come to the general demands of my State, Orissa...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You must know, Mr. Patra, that there is very little time.

SHRI N. PATRA : I have not taken much time yet.

SHRIMATI LALITHA (RAJAGOPALAN) (Tamil Nadu) : Sir, he wants to state about the general demands of his State.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : No, no Mr. Patra, the Bill has nothing to do with Orissa.

SHRI N. PATRA : But I must draw the attention of the Minister to certain shortcomings being faced there.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Please be brief.

SHRI N. PATRA : I will try to finish just now. Near the Cuttack railway station there is a goods shed but it has no boundary walls. There is always a complaint of theft and pilferage from there. In the interests of the railways they must put up a boundary wall around the goods shed. There is an apprehension that on the ground of loose shunting of the railway wagons at Cuttack, a lot of oil is being stolen or wasted. Whether it is a case of theft or waste, there should be proper shunting of at least the railway wagons carrying oil.

Then there is another funny thing. There are some restrictions placed on the people coming to the Cuttack railway station. The people from the side of the Orissa Military Police lines and from Bhubaneswar side are not allowed to go directly although there is a direct route. They are asked to go *via* a circuitous route, covering another mile or so whereas if they can go by the direct route, they have to cover only a hundred or two hundred yards. I do not know why. If they say the way is narrow, then, it has to be widened. They should not place any hindrance in the traffic by asking the people to take a circuitous route. This matter has got to be looked into. That has to be looked into. There is a goods shed at Berhampore which needs immediate repairs. There is ample space for widening the road leading to the Cuttack station. (Interruption). Then Sir, I submit that the foot overbridge at the Palasa railway station needs coverage. I hope it will be done. Then there is limited third class sleeper reservation both in the 3 Dn and 4 Up mail trains and also in the 7 Dn and 8 Up trains. I want that there should be specific quotas fixed and the quotas should be increased for these four trains. I hope the hon. Railway Minister will bear in mind the suggestions that I have made and do something about the same.

Thank you.

DR. B. N. ANTANI (Gujarat) : Mr. Vice-Chairman, I rise to congratulate the Railway Board and the Railway Administration on framing this demand in a very ingenious manner. They are great experts and very clever men but I know today that they are ingenious also. In the name of such a small figure they are covering certain principles which are very important.

I want to draw the attention of the Railway Ministry to the enormous amount that they have been paying every year as dividend to the General Exchequer and showing deficit in the Railway Budget itself. In these days and particularly in the last five months, Mr. Vice-Chairman, after having passed 78 summers on my head I have been hearing frequently the slogan of nationalisation and the good of the common man. Sometimes I rub my eyes and I ask myself whether I am living in Heaven or in Hell or perhaps in the 7th Paradise. Sir, the Railways are the greatest nationalised undertaking. Before the Prime Minister was born it was also nationalised. And yet what is the condition of that nationalisation ?

SHRI MULKA GOVINDA REDDY (Mysore) : They were the British Railways at that time.

DR. B. N. ANTANI : Thank you for correcting me but I am too old to learn. Apart from any other consideration, this is not a debate on the general appropriation of the Railways. I shall be very brief. Whenever I go to the Railway Board and the Railway officials, they are so courteous and they give me so many assurances but, Sir, the proof of the pudding lies in its eating and the pudding is never served on my table. Now I will just give you one example. They have at present advertised for the construction of Kandla-Jhund broad gauge railway. Mr. Khosla, the General Manager, was anxious that before his retirement on the 31st of December he would like to have passenger traffic opened by 25th or 24th, forgetting the 17 wagons for goods traffic were capsized on a track which we use to complain was being built under corruption, so many lives were lost and so many rupees worth of goods were lost. Yet they are in a hurry to start passenger traffic on the same track. I have no complaint about it because I am getting something and something is always better than nothing. But when in the western part of Kutch we want the extension of just 57 kilometres to Bhuj, the capital of

western Kutch, it is refused. We have been requesting the Railway Administration that it is a strategic border where Pakistan is threatening every day and 10 boats have been arrested yesterday for carrying arms and explosives from Pakistan to Gujarat. Now that portion is not served by the broad gauge. Gandhidham is about 57 kilometres from Bhuj. It is therefore in the interest of security that we want the broad gauge railway to be extended to Bhuj and Khavda on the border of Pakistan. But the Railway Board says 'No'. There seems to be something fishy. I am glad that the Railway Minister who is in charge of the Law Ministry is very sympathetic to it and he says that he understands it. If he had not been on the Treasury Benches, then he would have surely whispered to me "Dr. Antani, you are correct." Now what happened? Mr. Poonacha, the former Chief Minister of Coorg, when he became the Railway Minister, he promised and announced at a public gathering that before the next Budget he would make an announcement about extending the broad gauge railway line from Gandhidham to Bhuj. But something fishy happened; it was subverted and the whole scheme was changed and he said "No, no; not at present." I asked "Why not at present?" It was said "We are ordering a survey whether a broad gauge railway or a metre gauge railway should be extended from Badraswar, Nalia, Mandvi, Mundra and Khavda." But that will take three generations to materialise. In the meantime, the western part of Kutch will suffer without a broad gauge railway line and Khavda will remain without railway communications. So callously and so sacrilegiously that part of the Rann of Kutch was given away to Pakistan and it is from that tract that without railway communications Pakistani infiltration into Gujarat is today taking place. Even there you do not care to have railway communications. Is this the question of expenditure? I say 'No'. Extend the broad gauge railway to Bhuj by 25th of December, sanction it, and I will guarantee sufficient traffic on behalf of the western Kutch. It is the means of communication that brings the traffic and not the traffic that justifies the construction of communications. I have lived through the days when a narrow gauge railway was transformed into a metre gauge railway and the same argument of 'no traffic' was being used. It was the late lamented Prime Minister Shastri who telephoned to the Railway Board "Do not be stupid. If you have got no money, spend the un

[Dr. B. N. Antani.]

spent money from other allocations on this but you have the metre gauge railway." Today the metre gauge railway of Bhuj is a milch cow and brings tremendous traffic. I therefore on behalf of the people of Kutch request the hon. Railway Minister to look into this matter and do something about it. I am very lucky in having Railway Ministers, one Railway Minister after another. Whenever they assume office, either there are accidents or there are reshuffles of portfolios.

3 P.M.

Are you ringing the bell, Sir? Should I sit down? I want to tell you one thing that they are very sympathetic. Whenever we go, they listen to us, but something happens afterwards, something fishy—I repeat FISHY in capital letters. Everything is subsidised. Of course, I support this insignificant amount of Rs. 3,000/- which is hardly my six months' salary as a Member of Parliament. The railway ocean can use Rs. 3,000/-. I shall support it, but I shall support it with one reservation: Don't ignore Kutch. Bring the broad gauge railway immediately to Bhuj. In his reply to me last week, the Railway Deputy Minister who is very kind and good to me—the only thing is that he does not take lunch in my house—said: "We are prepared to bring Broad Gauge railway there, but there is no traffic." How do you know that there is no traffic? I, on behalf of myself, my four sons, eleven grand sons and the entire generation, promise the Railway Minister that if you give us the Broad Gauge railway, I shall provide you the traffic.

MR. VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : I think the Railway Minister should take this seriously.

SHRI KRISHAN KANT (Haryana) : Mr. Vice-Chairman, Sir, I would only like to bring two or three points to the notice of the hon. Minister of Railways. These two are basic when we are entering into a new phase of thinking of removing the disparities in this country. It is better that this is reflected in our approach to the railways also. Before independence we had Third Class, Intermediate, Second Class, First Class and all that. I think the time has come when a new thing should come and there should be only two classes. It is better to have one class, of course, but there should be only two Classes—First Class and Second Class or whatever

name you may give. This is a thing which will be appreciated by the people and it will be in tune with the thinking of the people, whether on this side or on that side. It is very necessary in order that the people in this country should have a feeling that the downtrodden people are also being lifted up and the people who are on the upper strata also come down to meet them. So, when we want to remove the disparities in income, it is better that the greater classification also should be removed and that there should be First Class and Second Class and nothing more.

AN HON. MEMBER: What about the rates?

SHRI KRISHAN KANT : I am going to deal with the rates later on. I do not want to go into the details about the fares. I think it is a very valid point that the rates could be increased. This is a suggestion which I have been thinking of for a few days. Now, Mr. Vice-Chairman, you must be seeing when you go to a railway station, sometimes tickets are not available because at every station there is a difference in the fare by 4 annas, 3 annas or 2 annas. Different types of tickets have to be printed. Instead of that there should be standardisation, that is, first 50 miles so much, 100 miles so much like that. That way—I don't think it is a foolproof suggestion—administratively it will be easier to print the tickets. When the station master or the clerk has to take a ticket from the shelf, it will save the time if there is rationalisation and standardisation. That way, administratively many problems can be solved. I would like the Railway Board and the Railway Ministry to study this suggestion.

Another thing which I would like to submit, Mr. Vice-Chairman, is that the Railway Board and the Railway Ministry function in a peculiar situation. The Railway Board should be an autonomous body. Sometimes it functions as an autonomous body and sometimes it functions as a Government. So this difference should not be there. Sometimes the Railway Board does not want to do anything and sometimes when the Minister says anything, the Railway Board does not agree. The Railway Board should be autonomous. So, in the functioning of the Railway Board and the Ministry, the difficulties which are coming must be removed. Mr. Vice-Chairman, in this thing I would like the streamlining of the Railway Board and the Railway Ministry.

There are very incongruous things taking place. For example, for the export orientation industry there is a freight concession which is given, but it is not uniform to all the industries. Some industries have been given concessions, some are not given. Tea is not given, sugar is given, etc. I would like to know why all those differences are there. If sugar is given, why tea is not given? So, there should be a systematic procedure so that there cannot be any discrimination and our exports can really increase.

Another point is about Kandla port. What happens in Kandla Port is, it is a free port. All the wagons which come are full, but when they go back from the Kandla Port they are empty. I would like to ask the Minister, how many railway lines are there near the Kandla Port? When the empty wagons go, why they do go empty? You must see that empty wagons do not go that way. With this idea I would like the hon. Minister to look into the matter.

Mr. Vice-Chairman, Sir, the basic problem of the country, the Third Class travel and all that, I would like the hon. Minister to make some announcements in Lok Sabha about the increase in Third Class Sleeper coaches. I would also like the hon. Minister to tell what really their plans are to speed up the trains. They are always late. The southern trains, the G. T. Express and other trains always come late. What is the latest percentage of late trains in this country and by how many hours they have increased? All those things, Mr. Vice-Chairman, can be done if electrification is done. It is more scientific by electrification.

Before, concluding, I would only like to refer to one thing. That is about a Konkan line, about which there was something in Lok Sabha. May I know whether the Government of India really considered the difficulty of the Konkan people for having a Konkan line? Are they going to have a survey that way? With this words, Sir, I conclude.

MR. VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Varma.

श्री मान सिंह वर्मा (उत्तर प्रदेश): श्रीमन्, बहुत ही संक्षेप में केवल एक दो बातों की ओर मुझे सरकार का ध्यान दिलाना है। प्रारम्भ से ही, जब से स्वतंत्रता आई है, तब से जिन

लोगों का नाम ले ले कर के जिनके वोट हासिल किये जाते हैं, वे ही रेलवे का सबसे अधिक संख्या में इस्तेमाल करने वाले हैं अर्थात् गरीब लोग, गरीब जनता और वह यात्री जो कि गरीब हैं, उनके लिये जितना ध्यान दिया जाना चाहिये था, उतना ध्यान नहीं दिया जा रहा है। प्रत्येक वर्ष ही बजट आते हैं, उन पर बहुसें होती हैं और इस प्रकार की मांग सरकार के सामने आती है, किन्तु सरकार या तो अशक्त है कि कुछ कर नहीं पाती या वह करना नहीं चाहती है। मैं ऐसा समझता हूँ कि हमारे मंत्रीगण जो हैं, वे इतने अशक्त हैं, उनके ऊपर बोर्ड, सरकारी मशीनरी और ब्यूरोक्रेसी इतनी होवी है कि वह कुछ करना भी चाहे तो कर नहीं पाते। ऐसा मुझे लगता है। जो स्थिति थर्ड क्लास पैसेंजर्स की चल रही है और जितनी भी सुविधायें इधर 10 सालों के अन्दर उनकी दी गई हैं, उसके मुकाबले में मैं सरकार से पूछना चाहूंगा कि फर्स्ट क्लास के जितने कम्पार्टमेंट एयर-कंडीशंड किये गये हैं, उनके अनुपातमें थर्ड क्लास के पैसेंजर्स के लिये कितनी सुविधा दी गई है। सबसे अधिक संख्या थर्ड क्लास में यात्रा करने वालों की है और उन लोगों से ही सबसे अधिक आमदनी होती है। लेकिन उनके लिये जिस प्रकार की सुविधायें होनी चाहियें वह नहीं की गई है। उदाहरण के रूप में मैं मंत्री जी का ध्यान विशेष रूप से जिन ट्रेन्स में गरीब लोग यात्रा करते हैं, यानी पैसेंजर ट्रेन्स, जो कि हर स्टेशनों पर खड़ी हो हो कर चलती है और जिनमें एक छोटे स्टेशन से दूसरे स्टेशन पर लोग जाते हैं थोड़े थोड़े कामों के लिये, जैसे कि कोई बाजार जाता है, हाट जाता है या कोई कचहरी जाता है और इन पैसेंजर ट्रेन्स का किराया भी कम होता है और इस नाते भी अधिक गरीब लोग उसमें चलते हैं, उसकी तरफ ध्यान दिलाना चाहता हूँ। लेकिन, श्रीमन्, यह देखने की बात है कि वे ही सबसे ज्यादा नेगलेक्टेड हैं। सोचा यह जाता है कि इसमें सफर करने वाले आदमी नहीं हैं। बड़ी बड़ी ट्रेन्स में सुविधायें देते हैं, राजधानी एक्सप्रेस चलाई जा रही है, तो मैं पूछता हूँ कि क्या

[श्री मान सिंह बर्मा]

कभी गरीब लोगों के लिये कोई मजदूर एक्सप्रेस या किसान एक्सप्रेस चलाने की बात भी सोची गई है। राजधानी एक्सप्रेस चलाई जाती है, क्यों नहीं उसको भी चलाते। आमदनी उनसे होती है और सुविधायें दूसरों को दी जा रही हैं। इधर दो तीन महीनों से गरीबों का नाम ले ले कर उनके लिये इतनी मुहब्बत उमड़ी है, कहा जाता है कि रिकशा वालों के लिये, टोकरी वालों के लिये, मजदूरों के लिये, इन सबके लिये, सब कुछ करेंगे। मैं पूछता हूँ कि उनके लिये क्या किया जा रहा है। थर्ड क्लास के मुसाफिरखाने में या थर्ड क्लास के कम्पार्टमेंट में चले जाइये या थर्ड क्लास के यात्री जहाँ रात में रहते हैं, जिस को कि विश्रामालय कहते हैं, उनमें चले जाइये तो वहाँ दयनीय दशा है, न वहाँ पर विश्राम किया जा सकता है और न कुछ किया जा सकता है, वहाँ न बाथ रूम की बात है और न पानी का प्रबन्ध है। पानी तक का समुचित प्रबन्ध नहीं है। मुझे, इधर जब से संसद् सदस्य हुआ हूँ, रेल्व का काफी अनुभव हुआ है, जबसे संसद् सदस्य हुआ हूँ, तब से मुझे घूमने का बड़ा मौका मिला है, हम तो भुक्त भोगी हैं, मैं फर्स्ट क्लास रिजर्व सीट में जाता हूँ और वहाँ पर जब जाते हुये नाना प्रकार की कठिनाइयाँ आती हैं, तो फिर थर्ड क्लास की क्या कठिनाइयाँ हो सकती हैं, यह आप समझ सकते हैं, श्रीमन् ।

श्रीमन्, बात को अधिक न बढ़ा कर, समय बहुत अधिक इसके लिये नहीं है, मैं सरकार का ध्यान गरीबों की ओर दिलाना चाहता हूँ। केवल जय जय कार लेने से ही गरीबी दूर नहीं होगी। अभी बम्बई में क्विट गरीबी, क्विट पावर्टी का नारा लगाया जा रहा है। लेकिन पावर्टी इस तरह से भगाई नहीं जा सकती है, बल्कि जहाँ सुविधायें देनी हैं, जहाँ सुविधायें देने की आवश्यकता है, वहाँ सुविधायें देंगे तभी गरीबी भागने वाली है, वना वह भागने वाली नहीं है।

SHRI C. D. PANDE : Mr. Vice-Chairman, I come from Naini Tal. It is really those who have been to Naini Tal other than by car who know how difficult it is to reach there. To reach a distance of 170 miles you have to change thrice, once at Moradabad again at Kashipur and again at Lalkuva and then reach Haldwani. If I go via Bareilly, even then I have to change at Bareilly. Therefore the question has been hanging for the last twenty years, and twenty lakhs of people living in the hills and the terai are clamouring for a broad-gauge line between Rampur and Haldwani. Successive Railway Ministers have promised this to me but it has never been fulfilled. It was Mr. Lal Bahadur Shastri who made the first promise to my friend Mr. Rohanlal Chaturvedi, who is a Deputy Minister now, that he will get a new line. I consider that he is the one fortunate man in this regard, because he got the line when he was only an ordinary Member as I am, and he got the broad-gauge line in 1957, I think, from Barhan to Etah, because the town of Etah was not connected by any railway up till then, much less by a broad-gauge line. Therefore he was successful in getting the line to his own town. Now it is his turn to see the difficulties of those people whose places are not properly adjusted to the railway system. A survey has been made and it has been found that it is feasible economically. From the strategic point of view also it is necessary because it is the only route to the Tibetan border in that side. Therefore I request the hon. Railway Minister, as he knows how difficult it is to have even a small but necessary railway line as this, to be sympathetic and proceed with the matter as early as possible.

Thank you, Sir.

SHRI BAHARUL ISLAM (Assam) : Mr. Vice-Chairman, I rise to support the Appropriation (Railways) No. 5 Bill 1969. At the same time I want to draw the attention of the Railway Minister to the working of the Northeast Frontier Railway, particularly that portion which is in Assam. Sir, in all there is only one meter gauge line connecting Assam with the rest of India, and Assam is a State of great strategic importance. It is a border State. Therefore, we need both volume as well as speed of the trains. Now there is a broad

gauge line *via* New Bongaigaon and we have been pressing the Government of India in the Railway Ministry to extend the line up to Dibrugarh. That line to be extended is essential not only for the economic development of Assam, which is a backward State, but also defence and other purposes. Assam is rich in coal, petroleum and also in timber. For the exploitation of these national resources extension of the broad-gauge line from Jogighopa up to Dibrugarh is absolutely necessary. It is said that lack of money stands in the way for the extension of this line. But my submission before you is that no amount can be too big to extend this line up to Dibrugarh if we keep in view the strategic importance of the State. Secondly, Sir, we are also demanding another Divisional Headquarters in Assam. The former Railway Minister Dr. Ram Subhag Singh, promised to give Assam another Divisional Headquarters in Rangiya, but it did not materialise. So an impression has been formed by the people of Assam that he has gone back upon his word and has resiled from it. Extension of the broad-gauge line up to Dibrugarh and the establishment of another Divisional Headquarters in Rangiya are not on sentimental grounds. They are on grounds that this Divisional Headquarters is necessary for the efficient working of the railway. I would request the Railway Minister to travel to Assam once at least by rail from Delhi to Gauhati or to Dibrugarh, and he will see the condition of the passengers. I would request him to stand for an hour or so and observe the condition of the passengers at Barauni. It is very difficult to get accommodation in the Assam Mail running from Barauni to Delhi. Similar is the condition of the passengers between Barauni and Dibrugarh and Gauhati in Assam. Similarly, if he also stands for about an hour or so at Siliguri, he will see the most pitiable condition of the passengers. Another point is that for late running of trains Assam is notorious. Almost every day the Assam Mail is two or three hours late, and occasionally it is late to the extent of six hours or more also. Therefore, Sir, for smooth running, efficient running and punctual running of the trains in Assam a Divisional Headquarters in Rangiya is absolutely essential. I would not take much time of the House any more. I would only request the hon. Minister kindly to take immediate measures to extend the broad-gauge

line *via* Bongaigaon to Dibrugarh and to establish a Divisional Headquarters in Rangiya.

Thank you, Sir.

SHRI BALACHANDRA MENON (Kerala) : Sir, the subjects which I want to place before the hon. Minister are known to him. One issue is regarding the employees who have been thrown out of job for that one day strike they participated in. In Kerala large numbers still are rotting having been thrown out of job and we have made several representations to take them back. I do not know if, even if God is willing to grant them the boon, there is some high priest, some bureaucrats who stand in their way. I would request the hon. Minister to see that the forty-two ex-employees in Olavakkot, and the rest of the employees who are still without jobs are taken back to work.

After all they have been sufficiently out of job. Why do you want to persecute them to that extent? I think the time has come when you will have to take a definite stand and save those employees who wanted a national minimum wage and who fought for it. They have been without jobs for long now and they have to be taken back. I would request you to do that. There has been no violence. There has been no shooting done. Of course there have been people who set one against the other but you know how the whole thing happened. Now it is time for the Government to take a bold stand and see that these employees are taken back to work. A definite answer is required on this issue.

The second point is about the coastal railway in Kerala between Ernakulam and Trivandrum. I am sure he knows much more about it and I do not want to waste the time of this house.

That is all. Thank you.

श्री रेवती कान्त सिंह (बिहार) : उपसभा-ध्यक्ष जी मैं ज्यादा समय लेना नहीं चाहता। दो, तीन खास समस्याओं की ओर, विशेष रूप से रेलवे के मजदूरों की समस्याओं की ओर मंत्री जी का ध्यान खींचना चाहता हूँ।

[श्री रेवती कान्त सिंह]

पहली बात तो यह है कि रेलवे में काम करने वाले मिनिस्टीरियल काडर के कर्मचारियों का एक एसोसिएशन है, आल इंडिया रेलवे मिनिस्टीरियल स्टाफ एसोसिएशन। पिछले 21 वर्षों से वह एग्जिस्टेन्स में है, लेकिन अभी तक उसको रिकग्निशन नहीं दिया गया है। श्रीमन्, आपको सुन कर ताज्जुब होगा कि रेलवे के मिनिस्टीरियल काडर में 7 तरह के स्केल्स हैं, लेकिन सैकड़ा पीछे अस्सी से ज्यादा कर्मचारी पहले स्केल, सबसे लोएस्ट स्केल में, स्टेगनेटेड हैं। पिछले दस बारह वर्षों से इसके संबंध में उस क्लास के मिनिस्टीरियल काडर के एम्प्लाएज की यह सबसे बड़ी ग्रीवान्स और मांग रही है कि उनके स्टेगनेशन को रोकने के लिये उनके काडर का अप ग्रेडेशन किया जाय। इसके लिये उनको कुछ इश्योरेन्सेज दिये गये। श्रीमन्, यह दुर्भाग्य है कि उन बेचारे कर्मचारियों के लिये, जब पुनाचा जी रेलवे मंत्री थे, तब उन्होंने वायदा किया कि हम कुछ करेंगे और करीब करीब सारी बातें तय हो चुकी थीं कि उन्होंने पोर्टफोलियो बदल दिया। तब आये डा० राम सुभग सिंह। इस साल के अगस्त महीने में उन कर्मचारियों के एसोसिएशन का एक डेलीगेशन उनमें मिला, जिसमें तीन-तीन संसद् के सदस्य थे—लोक सभा के दो सदस्य श्री मूर्ति और श्री चंडिका प्रसाद और राज्य सभा का एक सदस्य मैं था उसमें, क्योंकि उस एसोसिएशन का मैं वकिंग प्रेमिडेंट हूँ। डा० राम सुभग सिंह ने कहा कि दो महीने के अंदर अंदर हम कुछ कर डालेंगे। वह 2 महीने भी करीब करीब खत्म हो रहे थे, अक्टूबर महीने में मैं उनसे मिला। उन्होंने कहा कि रेलवे बोर्ड के चेयरमैन विदेश यात्रा पर गये हुए थे, इसलिये देर हुई और अब यह आ गये हैं सारा मामला तय है। अब उनसे दस पन्द्रह दिन के अंदर फैसला हो जायगा, ऐसा उन्होंने कहा। लेकिन दस पन्द्रह दिन के अंदर अंदर मिनिस्टीरियल स्टाफ का फैसला नहीं हुआ और डा० राम सुभग सिंह का फैसला हो गया।

चले गये वह रेलवे मंत्रालय से। अभी जो रेलवे मिनिस्टर मेनन साहब हैं, उनसे भी महीने की 16 तारीख को मिलने का सौभाग्य भिला है और मैं उम्मीद करता हूँ, यद्यपि उन्होंने स्वयं कहा मैं तो टेम्परेरी हैन्ड हूँ, लेकिन मैं उम्मीद करता हूँ कि उनकी सविस टर्मिनेट होने के पहले उन कर्मचारियों के बारे में फैसला हो जायगा और मैं रेलवे मंत्री जी से यह अनुरोध करता हूँ कि उनके रिकग्निशन का मामला और अपग्रेडेशन का मामला, स्टेगनेशन का मामला, ये तीनों के तीनों इतने दिनों में लटके हुए हैं, पेंडिंग हैं, इनके लिये जल्दी में जल्दी कुछ करना चाहिये नहीं तो उन कर्मचारियों पर जो फ्रस्ट्रेशन आता है, उस फ्रस्ट्रेशन के चलते तरह तरह के कंपलिकेशन्स पैदा होते हैं, बाद में सरकार के लिये भी कंपलिकेशन पैदा होते हैं, कर्मचारियों के लिये भी कंपलिकेशन पैदा होता है और उनके यूनियन के कर्मचारियों को भी दिक्कत होती है।

दूसरी एक जानकारी मैं कराना चाहता हूँ कि रेलवे का टिकट चेक करने वाला जो स्टाफ है टी० टी० ई० और टी० सी० ई०, श्रीमन्, आपको सुनकर आश्चर्य होगा कि रेलवे के साथ चलने वाले ड्राइवर, फायरमैन, गार्ड और . . .

श्री उपसभाध्यक्ष (श्री अकबर अली खान) : आपने ये बातें लास्ट टाइम भी उठाई थी।

श्री रेवती कान्त सिंह : हाँ, लास्ट टाइम भी उठाया था। ये सब सबके रनिंग स्टाफ कहलाये जाते हैं लेकिन जो चेकिंग करते हैं, जो गाड़ी के एक सिरे से दूसरे सिरे तक चढ़ते और उतरते हैं, वह रनिंग स्टाफ नहीं कहलाये जाते। उनकी मांग है कि उनको रनिंग स्टाफ कहलाया जाये। भूतपूर्व रेलवे मंत्री, जब वह एक साधारण मेम्बर थे, तभी उन्होंने इस सवाल को उठाया था। मुझे दुःख है कि उनके मंत्रित्व काल में उनकी यह मांग पूरी नहीं हो सकी। मैं उम्मीद करता हूँ कि कम से कम मेनन साहब उस मांग की तरफ ध्यान देंगे

तीसरी बात मैं यह कहना चाहता हूँ कि फर्स्ट क्लास के जो कोच एटेंडेन्ट्स होते हैं, सारे रेलवे की सारी जोन्स में कोच एटेंडेन्ट्स की सर्विस कामशियल साइड की सर्विस है। कामशियल साइड में उनकी सर्विस रहने से उनको सुविधा यह होती है श्रीमन्, कि उनके प्रमोशन के एवेन्यूज रहते हैं, वह टी० सी० ए० और टी० टी० ए० हो सकते हैं। लेकिन सिर्फ नार्दन रेलवे में कोच एटेंडेन्ट्स की सर्विस को कामशियल साइड से बदल कर मैकेनिकल साइड में कर दी गई है, उनको कोई ट्रेनिंग नहीं है मैकेनिकल साइड की, लेकिन चूँकि विहम में आ गया जनरल मनेजर की, तो सर्विस उनकी बदल दी गई। अब वह मैकेनिकल साइड में सड़ रहे हैं। मैंने 1967 से अब तक कम से कम तीन बार बार सवाल पूछा होगा और बार बार मुझे यह आश्वासन मिलता है सवाल के उत्तर में कि मामला विचाराधीन है, उनकी सेवा को पुनः कामशियल साइड में दे दिया जायेगा लेकिन आज तक कुछ नहीं किया गया।

चौथी और अंतिम बात मैं यह कहना चाहता हूँ कि बिहार के सहरसा जिले में एक जगह है थुरभोट्टा। सुपौल से रेलवे लाइन पहले वहाँ गई थी जो बीच में बंद हो गई है। वह आती है एन० ई० रेलवे में। अभी सरकार ने फैसला किया है कि थुरभोट्टा से भपतियाही तक वह पुनः रेलवे लाइन को चलाई जायगी। श्रीमन्, पहले जहाँ भपतियाही का स्टेशन था, उस जगह पर भपतियाही गांव है। वह गांव कोसी के कटाव में बह गया। अब रेलवे स्टेशन बना बन रहा है भपतियाही गांव में, लेकिन वह पुराने समय का नाम चला आ रहा है। मैं मंत्री जी से कहना चाहता हूँ कि जिम गांव में यह नया स्टेशन बन रहा है, उस गांव का नाम सरायगढ़ रखना चाहिये।

अंतिम बात, पूर्व रेलवे के करौंटा और बख्तियारपुर के बीच में एक नया प्लैग स्टेशन, हाल्ट स्टेशन बनाने के बारे में 1962 में सर्वे हुआ था। लेकिन उस सर्वे का क्या नतीजा

निकला, क्या फैसला हुआ, वह आज तक पता नहीं चला। मैं चाहता हूँ मंत्री जी इस बात का जवाब दें कि करौंटा और बख्तियारपुर के बीच प्लैग स्टेशन बनाने का जो प्रस्ताव हुआ था, उसका क्या हुआ।

SHRI NIREN GHOSH (West Bengal): Sir, I would raise certain small points because it is not a Railway debate proper. First of all, I would say that a line should be given to Kashmir, particularly because Shri Om Mehta is putting in such an amount of indefatigable work for the Treasury Benches. I suggest that a line be given to Kashmir. He comes from Kashmir.

Then Sir, two employees have been sacked at Ondal under strange circumstances. If I can get the names I will give you the names. I am not finding it. In the Ondal case no enquiry was held. The Manager, Eastern Railway directly removed him saying that if an enquiry was held nothing could be proceed. So, no enquiry was held and he directly removed these two men. It is obviously for their trade union activities some two months back, I suppose. Please make a note of this. It is causing great trouble there. I hope you will look into it.

The third point is about the Chittaranjan Locomotive Works Labour Union, a most representative union by all accounts, in the works committee election and in various other ways. For the last ten years, despite repeated promises from Jawaharlal Nehru down to Shri Ram Subhag Singh, recognition is not being granted. It is a strange thing, which seems to be politically motivated.

Then as regards the railway electrification workers there was an agreement that new recruits would be taken from the pool, because the railway electrification work has come to a stop. That also is not being honoured. New recruits are being taken in violation of the agreement. The old people are not being taken into service. They have a claim on the Railways. An agreement had been reached and that also is not being honoured.

Then, as regards automation I must objects to its being introduced on the Railways on a big scale rendering thousands and thousands unemployed. Particularly the accounts clerks are stranded. Their work is being taken

[Shri Niren Ghosh.]

away and promotion is being barred. Some committee was there and some findings were there. That also is not being honoured. I think that it is time that automation on the Railways should immediately stop. It is a big issue. Since I do not want to take time, I have only mentioned it.

Then Sir, as regards those who were victimised for the 19th September strike, they should be taken back. You are talking about socialism so loudly from the house-stops, including you, Sir, Mr. Vice-Chairman, presiding over the House. Those employees, for no fault of theirs, for participating in the strike, have been victimised. They should be immediately taken back.

One more point. The Railways, in one sense, are the worst kind of employees. Lakhs of railway workers are of a casual nature, temporary, extra-temporary, casual, etc. I do not know whether it is a jungle-raj or what raj. In the biggest public sector undertaking these things are prevailing.

Railway services have considerably deteriorated in respect of amenities to passengers of all classes. I do not go into details. You all know that it has considerably deteriorated. Canteen facilities, attendants, everything has deteriorated.

I have brought to your notice only these small points which you should attend to.

SHRI K. CHANDRASHEKARAN (Kerala) : Mr. Vice-Chairman, this Supplementary Demand concerns itself with a small token grant which refers to double-tracking, manufacture of diesel engines, passenger coaches and a survey of new lines. My only objection is that the demands are not in detail and a fuller picture of the Supplementary Demands has not been given. The entire amount asked for is arbitrary and I would only submit that this is likely to cause delay in the execution of works for which the Supplementary Demands are intended.

Speed and accommodation are two things that the Indian Railways must provide to the travelling public still. So far as accommodation is concerned, one hon. Member suggested that we should have only two classes, First and Second. I would suggest in all serious-

ness that the Air-conditioned class First and Second Classes should be completely removed from the Indian Railways. There should be only one class and that class should be further classified not on the arbitrary basis of First, Second or Third, but on the basis of a more reasonable classification like the sleeper class, reserved sitting class and ordinary sitting class. If this classification is adopted, probably in years to come we may be able to solve the problem of accommodation.

So far as speed is concerned, it was suggested by an hon. Member that we should be able to electrify the Indian Railways. Certainly I am not against electrification, but I am not sure whether at the pace with which we are having hydroelectric energy today, we would be able to electrify the Indian Railways in any span of time. Further, electrification has also got its disadvantages. Once electricity is not available, for some time the entire railway system will not work. For the purpose of speed what we require is the immediate replacement of all the steam engines that we are having with diesel engines. For this the Varanasi Works have got to be expanded and more production of diesel engines must be assured.

So far as speed and accommodation are concerned, one other important aspect is that the total extent of BG that we are having in this country is only fifty per cent of the entire railway system. MG and NG still constitute fifty per cent of the Indian Railways, to be exact about 49 odd per cent. Unless we are able to transform all the MG and NG into BG, say within the next five or ten years, and not on the basis of a phased programme, which may run to twenty five or thirty years, the problem of accommodation and speed would not be solved.

Time is very limited and, therefore, I am not going into the other aspects. Nor am I waiting for your bell or for your sermonising. In the end, what I want to stress, and I have been repeating it whenever an opportunity had come, is the necessity to introduce a daily Express-train from Bombay to Cochin and from Cochin to Bombay to solve the problem of the travelling public, not only of Kerala, but also of Madras and Andhra Pradesh, because the train can run *via* Madras or *via* Arkonam. To some extent

that problem has been solved by the present hon. Minister, by providing some more coaches daily in some of the express trains. But the problem has not been solved, and the introduction of the Bombay-Cochin to and fro daily is one of the standing demands, a very just demand, by the people of the South who live in very large numbers in the city of Bombay.

Then, Sir, so far the new survey are concerned, I would certainly place before the Government for its consideration a survey of the Pandavapura-Tumkur new line and the Chitradurga-Rayadurga new line in the State of Mysore. I would also submit that there is an inordinate amount of delay in the construction of the Hassan-Mangalore railway line and the construction work is going on very very slowly. There is a proposal to have a loop line connecting the main Mangalore-Hassan line, called the Kadur-Chickmagalur-Saklasapur loop line which runs through the plantation area of Mysore State, and not even a survey in regard to this loop line has begun. I submit that this matter may be considered by the Government.

SHRI S. SIVAPRAKASAM (Pondicherry)* : Mr. Vice-Chairman, Sir, I want to say a few words on the Appropriation (Railways) No. 5 Bill.

As compared to the trains running in other parts of India, the trains which run in South India are very slow, nor do they keep to the schedule. They do not start from a station in time nor do they reach the destination in time. Because of this, the travelling public is put to great loss, in money as well as time. So in the interests of the travelling public many fast train of the model of the Rajdhani Express which will keep to the schedule, should be started in South India.

In South India there had never been any robbery or decoity on the Railways, but recently there had been a robbery near Maniyachi. This was due to insufficient security arrangements. The dacoits would not have thought of this if proper security arrangements had been there. To avoid this, I request that security arrangements should be made very effective.

*English translation of the hon. Member's speech in Tamil.

In long distance trains, it often happens that passengers suffer suddenly from fever or severe stomach ache, or they might incur some injury. So, arrangements should be made in long-distance trains to give preliminary medical aid and first aid.

After the merger of Pondicherry with India, at every election, the Congress leaders promised as an election pledge that they would provide a rail link between Cuddalore and Pondicherry, but after they go into power they did nothing in this connection.

Sir, Pondicherry, though a small place, is considered to be one of the important towns in the country, and it attracts travellers in increasing numbers every day from all over the country, but the travel facilities are totally inadequate to meet this traffic. Therefore, there is a demand for train facilities from people of that area. As the Congress leaders promised at the elections, there should be a rail link not only between Cuddalore and Pondicherry but there should be a railway line from Cuddalore through Pondicherry Marakam Sunanhedu and Mathuranthagam to Madras.

With these words, I conclude my remarks.

SHRI T. N. SINGH (Uttar Pradesh) : Mr. Vice-Chairman, I wanted to bring back the debate to the real issue which arises from this demand for grant. Unfortunately nobody has dealt with it. It refers to the grant of Rs. 87 lakhs to the Diesel Locomotive Works and more than Rs. 50 lakhs under another head namely, the Perambur Integral Coach Factory. Bringing in such large expenditure of amounts and committing the House to such token grants is highly improper and against all financial tenets. Secondly, I am really sorry that the Minister in charge did not care for this House at all. He was not present in this place and the poor Deputy Minister somehow fumbled and he could not explain at all what it was. The House should know what is before the House. I strongly protest that the House is made to approve certain things without knowing what it is discussing. I had no intention to participate in this debate, but I want to bring to the notice of the House through you that every care should be taken and it is the duty of the Chair to see that the House really knows what it is discussing. To be committed to an expenditure of nearly

[Shri T. N. Singh.]

Rs 1½ crores without knowing what we are in for is highly irregular and improper. Here I say it is a dereliction of duty on the part of the Railway Minister not to have been present here. He should have been here . .

SHRI OM MEHTA : He is here.

SHRI T. N. SINGH : He was not here then. He should have been present at that time. Why try to defend him in this way? He should have been here when the motion was moved.

The second thing I want to say is that it is a question of a certain amount of capital investment, and certainly some foreign exchange is involved in it. We do not know what amount of foreign exchange is involved in this. It should have been made clear. Thirdly, I want to know why it was not possible at least in regard to the Integral Coach Factory to make a marginal increase in output. Is it or is it not a fact that the Integral Coach Factory is not working three shifts, that it is working not more than two shifts even, 1½ shifts? Why is it not possible to manufacture a few additional coaches with the present investment? The House is being asked to agree to certain things or give certain approval, etc., and yet we do not know it at all. These issues are handled by knowledgeable persons and we should know about them.

I have nothing else to say. I only wanted to draw the attention of the House to these few matters. I request that the Chair should insist on the proprieties to be observed on such occasions.

SHRI ROHANLAL CHATURVEDI : Mr. Vice-Chairman, I am grateful to the hon. Members for taking a keen interest in the Demand for Railways. I am also grateful for the valuable suggestions made.

Sir, at first I would like to reply to the point raised by my hon. friend, Mr. T. N. Singh. He just mentioned that some introductory remarks or some explanation or something should be said about the demands that are sought to be approved. In this connection, there has been a practice that when Supplementary Demands are placed before the honourable House, only the motion is read and the debate starts . .

SHRI T. N. SINGH : No, no.

SHRI SUNDAR SINGH BHANDARI : He has to give the argument.

SHRI ROHANLAL CHATURVEDI : I agree, I do not mind. I did say something. I was just referring to the debate on the Supplementary Demands. Last year the previous Minister of State, Mr. Parimal Ghosh, piloted it; discussion started after the introduction of the Bill. Well, I agree that as far as possible, this should be done. Basically, I agree with my hon. friend, Shri T. N. Singh, that something should be said in an introductory way.

Sir, I should like to start with the point raised by Mr. Krishan Kant about the unpunctuality of trains. I will give the percentage of punctuality of passenger carrying trains on the Indian Railways during the period 1959-60 to 1968-69.

Year	Broad Gauge	Metre Gauge
1959-60 . .	84.70	82.20
1960-61 . .	85.75	82.58
1961-62 . .	84.48	81.26
1962-63 . .	85.26	83.29
1963-64 . .	87.52	85.02
1964-65 . .	87.62	86.29
1965-66 . .	87.99	87.60
1966-67 . .	85.31	83.43
1967-68 . .	84.76	86.90
1968-69 . .	84.00	85.50

It will thus be seen that there has been no deterioration in the punctuality performance.

SHRI K. CHANDRASEKHARAN : This cannot go uncontradicted, if only for that. These statistics are absolutely incorrect and baseless.

SHRI ROHANLAL CHATURVEDI : That is a matter of opinion.

SHRI K. CHANDRASEKHARAN : I know what is happening in certain sections.

SHRI ROHANLAL CHATURVEDI : I am just giving the figures.

SHRI BHUPESH GUPTA : Statistically they are efficient.

SHRI ROHANLAL CHATURVEDI : The other point raised was about facilities for third class passengers. About this I have to say that a number of facilities have gradually been introduced for the conveni-

ence of the third class passengers such as providing more commodious coaches, provision of fans and other amenities the introduction of new trains to relieve overcrowding, etc. And an important feature...

SHRI BHUPESH GUPTA : Something more you have—train robbers.

SHRI ROHANLAL CHATURVEDI : An important feature of increased convenience to the third class passengers is the introduction of a large number of third class sleeper coaches. It is the intention that by the end of the Fourth Plan period, third class sleeper coaches should be attached with every train involving an overnight journey. I would also like to inform the House that in addition to the third class air-conditioned chair cars now running between metropolitan cities, studies are being at present made as to whether third class 3-tier sleeper coaches could also be made air-conditioned.

Sir, a point has been raised about conversion. So, I will give briefly the position about the conversion programme. The sections included in the perspective plans for conversion are :

1. Varanasi-Bhatni-Gorakhpur
2. Barabanki-Gonda-Gorakhpur
3. Viramgam-Okha-Porbandar

There are all told ten lines that have been included already. Members know about them in the form of Starred and Unstarred Questions.

SHRI K. CHANDRASEKHARAN : What are the remaining items? Kindly read them out.

SHRI ROHANLAL CHATURVEDI : I will read them.

4. Bengaigaon-Gauhati
5. Guntakal-Bangalore
6. Karur-Tuticorin-and Maniyachi--
Tirunelveli
7. Bhatni-Barauni-Katihar
8. Ernakulam-Trivandrum
9. Samastipur-Raxaul
10. Miraj-Londa-Hospet-Mormugao

These are the lines already under survey ; the survey of some of the lines is over and some lines are still under survey and after...

SHRI K. CHANDRASEKHARAN : This list includes not only lines where the survey has been completed or which are under survey but also lines proposed where the survey has not been undertaken yet ?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Has the work started ?

SHRI ROHANLAL CHATURVEDI : Yes, Sir. The lines where the survey work has been completed and the reports are under consideration are Varanasi-Bhatni-Gorakhpur, Barabanki-Gonda-Gorakhpur and Viramgam-Okha-Porbandar. In Bengaigaon-Gauhati and Guntakal-Bangalore sections the surveys are in progress. In the Karur-Tuticorin and Maniyachi-Tirunelveli sections, the surveys have been completed and the reports are under examination. About the Bhatni-Barauni-Katihar, Ernakulam-Trivendrum and Samastipur-Raxaul sections, the surveys are in progress and the Miraj-Londa-Hospet-Mormugao section has already been surveyed. So, this is the position.

Then, with your permission, Sir, I would also like to say that some hon. Members...

SHRI A. G. KULKARNI (Maharashtra) : What happened to the Miraj-Pandharpur narrow gauge line?

SHRI ROHANLAL CHATURVEDI : About what Mr. Kulkarni said, about the Pandharpur line, I have visited that area from Miraj side and from Barsi side also. These lines were considered by the Uneconomic Branch Lines Committee. A Report has already been laid on the Table of the Sabha. For the information of the hon. Members, I can say that this line has been recommended by the Committee for conversion into broad gauge up to Pandharpur.

Another point is, many hon. Members were interested in this Konkan line. So, I may say...

SHRI MULKA GOVINDA REDDY (Mysore) : Including the Kokan area.

SHRI A. G. KULKARNI : The Minister must consider it right up to Goa, Diva-Ratnagiri-Goa. You must say something about it.

SHRI BHUPESH GUPTA : Mr. Kulkarni likes broad gauge because of human species, you are a broad gauge.

SHRI ROHANLAL CHATURVEDI : So many hon. Members have said in this House and in the other House. Today Mr. Krishan Kant has said, although Mr. Kulkarni did not mention it...

SHRI A. G. KULKARNI : I had no time to mention all these.

SHRI ROHANLAL CHATURVEDI : I am happy to inform the House that for a line on the west coast connecting Bombay with Mangalore *via* Ratnagiri it is proposed to consider shortly a quick technoeconomic feasibility study of the line. Mr. Chandrasekharan made a point...

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SHRI A. G. KULKARNI : Mr. Vice-Chairman, Sir, on a point of clarification. Unless the Konkan line reaches up to Devas and the Ratnagiri line up to Goa, there is no use of the quick technoeconomic Survey...

SHRI ROHANLAL CHATURVEDI : I am not yielding. Mr. Chandrasekharan will be glad to know that the daily service from Cochin to Bombay will start running from the 25th of this month.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KAHN) : Have you finished?

SHRI ROHANLAL CHATURVEDI : Not yet.

SHRI BHUPESH GUPTA : One metre gauge Member, Mr. Balachandran, also asked a question.

SHRI ROHANLAL CHATURVEDI : I cannot cover everything I am sorry. Then, Dr. Antani raised a point. He said that so many Ministers have come and gone but Kutch remains neglected. The various assurances given by them were not respected, he said. In this connection, Sir, I may say that Ministers may come and Ministers may go but the assurances given will certainly be implemented. I cannot say about the particular point raised about Bhuj and Kandla. But certainly during my visit to that side I felt that the demand was a very pressing one and the people felt very strongly about this particularly because it was a border area. I cannot say anything off-hand now. But I can assure that if any assurance has been given it will be fully respected.

A point was raised by Dr. C. D. Pande about the Rampur-Haldwani line. He has been good enough to mention so many things while pinpointing the urgency and the importance of this particular line. I may inform the hon'ble Member that it has already been included in the perspective plan and he knows that very well, as he says that it has been surveyed also. Sir, I can assure him that we will give very sympathetic consideration to it while devoting about the various lines. That will be really taken up for consideration. That assurance I can give him.

SHRI C. D. PANDE : Thank you.

SHRI ROHANLAL CHATURVEDI : Mr. Patra and some other Members also raised the point about the Cuttack-Paradeep and Talcher-Bimlaghar line. I may inform the hon. Member that this Cuttack-Paradeep line would be ready by the end of 1972. About the Talcher-Bimlaghar line I may say that the survey is going on and as soon it is completed and the feasibility report and other things are ready the question of starting construction would be considered and decided.

In the same connection he mentioned another point, namely, some injustice being done to a poor cultivator who was cultivating the land all his life and now it has been given to a Station Master nearby. Sir, I am sorry that our hon. ble friend, Mr. Patra, feels so strongly about it. I can also appreciate his feelings. But as you know, our policy has been to acquire the land needed for future expansion, for our own needs. In that connection our policy is to give the land for cultivation to our own staff and also to give preference to co-operative societies. These are the facts.

SHRI N. PATRA (Orissa) : It is taken away from the cultivators and given away to the Railway Station Masters.

SHRI ROHANLAL CHATURVEDI : Anyway, I am again prepared to consider the point raised by Mr. Patra. But as the hon'ble Member wanted to know the position, I have explained the position. I have explained the point about Cuttack-Paradeep line.

SHRI BALACHANDRA MENON : Two questions I had raised, one about those employees who are out of job because of their participation in the one-day strike...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : You have already said that.

SHRI ROHANLAL CHATURVEDI : Sir, it is very difficult to cover all the points in such a short time. I will enquire into all the points raised and consider them.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Have you finished ?

SHRI ROHANLAL CHATURVEDI : I am finishing. Mr. Krishan Kant raised, the point of dual functioning of the Railway Ministry and the Railway Board. I may make it clear that the Railway Board functions under the Railway Ministry. There is no doubt that the Railway Board is headed and is composed of our topmost technical people. I may in the same connection say that its performance has been exceptionally good. Criticisms have been made that the Railway Board takes a tough attitude...

SHRI KRISHAN KANT : And irrational also.

SHRI ROHANLAL CHATURVEDI : I am afraid I disagree with this. However, I can assure him that the Ministers are in overall charge of the Ministry. It is a wrong impression, and if there is any, I want to clear that misapprehension that Ministers are in any way subordinated by the Railway Board. It is just the other way.

So, Sir, these are the points. I wish I could say more. However, I will consider the other points raised. Thank you.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : 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 service of the financial year 1969-70 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : We shall now take up the 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 ROHANLAL CHATURVEDI : Sir, I move :

"That the Bill be returned."

The question was proposed.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : We now take up the Third Reading. Two minutes each. Mr. Kemparaj.

SHRI B. T. KEMPARAJ (Mysore) : Sir, I wish to say that the Ministry of Railways have got a peculiar way of fixing the timings for the trains. Sir, as every one of us knows, the Grand Trunk Express was starting at 5 O'clock from Delhi reaching Madras at 11 or 11-30 a.m. after one day. Now for reasons best known to the hon'ble Minister the time of departure has been changed to 7 O'clock reaching Madras day after tomorrow at 2 O'clock. Sir, for Bangalore an Express starts at 12-30. Formerly the G. T. was giving connection to the Madras-Bangalore Express. But now the timings of the G. T. have been fixed in such a way that it will leave the passengers in the wilderness. Similarly, from Madras the G. T. Express used to start at 7 O'clock. Now it has been changed to 5 O'clock, thereby creating inconvenience to the passengers. Therefore, I suggest that the former timings may kindly be restored.

The second point that I want to make is that no Minister has got the privilege of travelling in the first class. If any Minister travels in the first class, the conditions there and the sufferings which the passengers undergo will be understood by them. When the conditions of travel for passengers travelling in the first class are so difficult, one can imagine the conditions of travel for passengers travelling in the third class sleeper coaches. If any Minister travels by train, he is given a special air-conditioned coach. Therefore, they cannot understand how difficult and inconvenient it is for the passengers. In fact, when I travelled last time by the Southern Express, I broke one of my fingers while adjusting the window. Such are the bogies, very old bogies which are not properly equipped for the passengers. When such is the condition, it is very essential that the Government should seriously consider this matter and see how best they can provide better facilities for the passengers.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Mr. Kulkarni. Two minutes.

SHRI BHUPESH GUPTA : Again ?

SHRI A. G. KULKARNI : My problem is not solved.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Do not address him ; address me.

SHRI A. G. KULKARNI : Sir, if Mr. Gupta puts questions, I have to reply.

SHRI BHUPESH GUPTA : I am not opposed to it. You are one Maharashtra who physically demonstrates co-operative prosperity.

SHRI A. G. KULKARNI : Thank you very much. Mr. Vice-Chairman, Sir, I am very happy that the Minister has stated here that two surveys will be done in the Maharashtra region, particularly in regard to the Miraj-Pandarpur line, which is a narrow-gauge line. As you know, there is an old temple at Pandarpur—centuries old—where lakhs of pilgrims go just like sheep. That is the condition of the railway. I am very happy that the Minister has promised that some survey is going to be done. I am also very happy that they are taking what you call a quick techno-economic survey of the Ratnagiri region. But here I have my own doubts. When Mr. S. K. Patil was the Railway Minister, he also promised that a survey will be made. So, what does this "quick techno-economic survey" mean ? Is it the usual Government attempt to appoint a committee to delay matters ? May I know from the Minister of Railways whether the Government is serious and is aware of the serious situation in these regions ? They should not only take this techno-economic survey, but they should also see that these lines are laid at least in the Fourth Five-Year Plan. I would like to have some categorical clarifications.

डा० भाई महावीर (दिल्ली) : उप-सभाध्यक्ष महोदय, मैं पहले एक छोटी सी-बात की तरफ ध्यान आकर्षित करूंगा। गांधी जन्म शताब्दी के साल में यह प्रस्ताव आया था कि सारे गांवों में कम से कम पीने के पानी की व्यवस्था यदि हम कर सकें तो गांधी जी के प्रति यह बड़ी अच्छी श्रद्धांजलि होगी। वह

एक बहुत बड़ा काम है और शायद उतना करना कठिन होगा परन्तु मैं जिस बात की तरफ ध्यान दिलाना चाहता हूं वह रेलवे के वश में है। दो, तीन स्टेशनों पर जाकर मुझे अनुभव हुआ कि वहां जो पानी के नल लगे हुए हैं उनमें पानी नहीं रहा। जब मैंने पूछा यह क्या है तो बताया गया कि गाड़ी जब आती है, जब गाड़ी की सिगनल की घंटी बजती है तब नलों में पानी छोड़ा जाता है और जब वह चल देती है, उसके बाद पानी बन्द कर दिया जाता है। मेरे पूछने के बाद भी यह समाधान नहीं कराया जा सका कि कोई यात्री पन्द्रह मिनट पहले, या बीस मिनट पहले या आध घंटे पहले रेलवे स्टेशन के अन्दर आ जाय तो उसके लिये क्या व्यवस्था है क्योंकि गाड़ी के अन्दर बहुत भीड़ रहती है और आस पास के ब्रान्च लाइन के लोग भी आते हैं तो उनके लिये पानी देने में रेलवे को कितना खर्चा बढ़ेगा ...

श्री कृष्ण कान्त : वह कहते हैं पानी अपना खुद ले आओ।

डा० भाई महावीर : दरअसल यही बात है। मैं खुद हरिद्वार से जो मुरादाबाद के रास्ते से दिल्ली को गाड़ी आती है, आ रहा था। मुझे रात के दो बजे प्यास लगी तो मैं पानी पीने के लिए उस स्टेशन पर उतरा। स्टेशन पर पानी पिलाने वाला कोई नहीं मिला। फिर वहां पर जो कर्मचारी पानी पिलाने वाले थे उनसे मैंने पूछा कि पानी क्यों नहीं मिल सकता है तो कहने लगे पानी मिल सकता है, आप चाय वाले के पास पानी का गिलास ले जायें। मैंने सोचा क्या चाय वाले को रेलवे वालों ने पानी का ठेका दे रखा है। फिर मैंने पूछा क्या कोई पानी का मटका नहीं है तो कहने लगे मटका कहां से है, मटका तो बड़े बड़े आफिसरों के घर में चला जाता है। यानी रेलवे जो मटका स्टेशन के लिये देती है वह रेलवे आफिसरों के घरों में चला जाता है। तो मैं जानना चाहता हूं कि क्या इसके बारे में कोई सरप्राइज चेकिंग करने की कोई व्यवस्था आप करते हैं या नहीं।

(Time-bell rings)

इसी तरह से एक छोटा सा उदाहरण मुझे डाइनिंग कार के बारे में देना है। एक बार डाइनिंग कार में जाने में पहले बाहर ही जो उनके अटेंडेंट थे उनसे पूछा तो उन्होंने कहा अब तो सब खत्म हो गया। उस समय सबरे के करीब पीने 9 बजे थे। मैंने पूछा कैसे खत्म हो गया। कहने लगे 9 बजे खत्म हो जाता है। मैंने कहा अभी तो 9 बजने में कुछ मिनट बाकी है, क्या आपके यहां खाना टाइम से खत्म होता है या जितने आपके हिसाब से ग्राहकों की गिनती है वैसे खाना बनता है। वह कहने लगे अब तो खत्म हो गया। मैं अन्दर गया और इतने में जो इनचार्ज थे उनसे मैंने पूछा। वह भी कहने लगे खत्म हो जाता है। मैंने कहा 9 बजने में अभी 5 मिनट है। गाड़ी पर बैठने के बाद मैंने बैरे में कहा कम्प्लेंट बुक लाइये, तो कहने लगा आपको क्या चाहिये। मैंने पूछा क्या क्या है। वह कहने लगा बिसकुट है, चाय है, आमलेट है। फिर मैंने पूछा अभी तो आप कह रहे थे सब खत्म हो गया, आप यह कैसे कह रहे थे। तो यह ऐसी बातें हैं कि जब तक कभी कभी आप सर्प्राइज चेकिंग नहीं करेंगे तब तक इन चीजों की रोकथाम नहीं हो सकेगी और रेलवे को भी घाटा पड़ता रहेगा।

एक छोटी सी चीज मैं और कहूंगा। वह यह है कि जहां पर कर्मचारी सेवा में खास प्रवीणता दिखाये उनके लिये इन्सेन्टिव हो और जहां पर वह ढीले हो वहां उनके लिये कोई पनिशमेन्ट की व्यवस्था रेलवे करती है या नहीं।

आखिर में, जो ऊटी की लाइन है, मैंने पहले भी जिक्र किया है महोदय, कि उस लाइन पर आप कभी गये हो तो आपको जो मजदूर चीजें दिखायी देती हैं, आसपास का दृश्य तो ऐसा है कि लगता है स्वर्ग में यात्रा कर रहे हैं लेकिन उस गाड़ी की एक विशेषता सारे देश में मैंने उसी में देखी कि उसमें कोई यूरिनल नहीं है, कोई ऐसी व्यवस्था नहीं है कि रेल गाड़ी में चलते समय यदि आपको इस तरह की प्राकृतिक आवश्यकता पड़े तो उसका समाधान

करें। इस वास्ते जब रेल स्टेशन पर खड़ी होती है तो दोनों तरफ लाइने लग जाती हैं, कतारें लग जाती हैं और उतनी देर तक लोगों को हाजत रोक कर खड़ा रहना पड़ता है।

इसी सम्बन्ध में दूसरी चीज यह है कि कुल 35 या 38 मील का रेलवे लाइन का टुकड़ा है जो ऊटी तक पहुंचता है। उस पर घाटा होता है और इस वास्ते उसको हटाने के लिये भी चर्चा हुई। कारण क्या है घाटे का? वहां से चाय और यूक्लिप्टस निर्यात किया जाता है। परन्तु वहां के व्यापारियों के सामने यह दिक्कत है कि अगर उन चीजों को कोई कौन्सा-इन्मेंट दिया जाय तो रेलवे से अलियेस्ट चार चार दिन बाद नियरेस्ट स्टेशन में पहुंचता है जब कि ट्रक वहां स्टेशन से लेकर चलती है और छः घंटे, बल्कि पांच घंटे में, पहुंचा देती है। तो यदि रेलवे अपनी क्षमता नहीं दिखा सकती तो इसमें किसका कसूर है। व्यापारियों के लिये ट्रक से भेजने में यह सहूलियत है कि ट्रक अपने घर से ले जाती है, जहां चाहे वहां उतार देती है। तो इस तरह से जो घाटा रेलवे को होता है वह रेलवे के गरीब यात्रियों के ऊपर किराया बढ़ा कर भाड़े की दरें बढ़ा कर लिया जाता है और सब तरह की सुविधाओं को कम किया जाता है। मैं चाहता हूं रेलवे की कार्य क्षमता को बढ़ाने के लिये जो कर्मचारी विशेष कोशिश करते हैं उनके लिये विशेष प्रोत्साहन देने की व्यवस्था रेलवे मंत्रालय कर सके तो इससे रेलवे का भी भला होगा और जनता की भी भलाई होगी।

SHRI BHUPESH GUPTA : Mr. Vice-Chairman, I have only one point to make. On Decembe. 17, that is five days or six days ago, a special train left Howrah at 1-30 a.m. for Ahmedabad carrying, I understand, the delegates of the Syndicate to the so-called Congress Session at Ahmedabad. Now this train contained 10 bogies and normally one should get this special train by paying for 748 tickets; it comes to Rs. 44,000. But surprisingly enough the said train left Howrah on payment of only Rs. 16,000 for about 300 tickets, that is to say, without paying

[Shri Bhupesh Gupta]

Rs 2806. And this was regarded as an undercharge. Now, they had a free ride. I must say.

SHRI A G KULKARNI : The remaining charge will be collected from the Syndicate.

SHRI BHUPESH GUPTA : I believe the delegates and others who went to Ahmedabad were not minors. If they were minors, children and so on, half tickets would be sufficient. But I think they were all grown up.

KUMARI SHANTA VASISHT (Delhi) : We cannot hear you, Mr. Bhupesh Gupta. (Interruption) You must face the mike. You must have some common-sense.

SHRI BHUPESH GUPTA : No, no. When my friend, Kumari Shanta Vasisht speaks, I lose my common-sense. So, you will forgive me.

So, Sir, they were certainly not minors. They were all majors. Some of them were very old people. Full fare should have been paid for all. But what is surprising is when this was not done, the train was allowed to leave despite the direction of the higher authorities that the special train should not be allowed to leave Howrah unless the entire fare of Rs 44,000 odd had been paid. That was not done. Naturally an explanation was asked from the concerned Officer, a class I Officer, who allowed this thing to happen, who allowed the special train to leave. In this connection, it appears that one Mr. Abani Basu, on behalf of the West Bengal P C C *alias* the Congress (O), whichever way you like to call.

KUMARI SHANTA VASISHT : From where are you reading?

SHRI LOKANATH MISRA (Orissa) : From the Patriot.

SHRI BHUPESH GUPTA : My friend is suffering from the Patriot obsession. That is the position. Anyway, what I am reading from is not material. The honourable Minister should tell us now it is that Mr. Basu, a Syndicate organiser, was allowed to take a whole special train with ten bogies—I do not know how many Congressmen and others were there—certainly not by paying the full fare of Rs 44,000 which was due from him. He paid only Rs 16,000 although he had promised that before the special train left

Howrah, on demand he would pay the full fare. So, this remains to be explained. Not only that. Instructions were sent to the various stations.

SHRI LOKANATH MISRA : Mr. Vice-Chairman, when you call me I will take only two minutes.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Mr. Bhupesh Gupta, you wanted to take only two minutes and you have been given that time. You should have finished by now.

SHRI BHUPESH GUPTA : I am coming to that.

Instructions were sent to various stations on the way in order to intercept this train, at Allahabad, Patna, Mughal Sarai, Jabbalpur, etc., but nothing happened. These things should be explained. I am not blaming my friends here. They have succeeded in getting a special train from this Government and in travelling by it by paying only one-third of the fare. I must congratulate you, my dear friends. (Interruption by Kumari Shanta Vasisht) No, no. If she had been there in the train, the train would have run like a jet plane but she was not there. And that is why the train did not take off like a jet plane. Anyway I am not blaming them. They have succeeded. But the Government should explain.

KUMARI SHANTA VASISHT : What point is he making? Why is he taking the time of the House? The Chairman said in the morning that the time of the House should not be wasted.

SHRI BHUPESH GUPTA : I am, indicating that just now. They should explain how they have been swindled by the Syndicate in West Bengal.

SHRI REVATI KANT SINHA : Sir, I shall put only one question in one sentence.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : No, no. There is no time. Mr. Misra.

SHRI LOKANATH MISRA : Sir, I have assured you that I would take only one or two minutes. While reiterating the demand for the completion of the Paradeep-Cuttack line according to the schedule, I would endorse the further demand of my friend, Mr. Narayan Patra, for completing the survey work on the proposed

Bimlagarh-Talcher line as soon as possible. The only other point that I want to mention is that our so-called socialist friends in this House shout all the time about socialism and for the common man and for the down-trodden. But the services they are getting from the railway stall here has never reminded them of the negligence of the Railway Department towards the bearers, towards the Class IV employees right under their nose in the Parliament House. I am told some of those employees have applied—I have sent a memorandum to the Railway Ministry—for liveries. They do not get the liveries which are being given to other railway employees. That is number one.

Number two. The only time they are expected to take lunch is between 1 and 2 just when we have the lunch time in both Houses of Parliament. That means they do not have any lunch time at all. They come early in the morning, may be 10 O'clock or 10.30, and they continue to serve the Members of Parliament till both the Houses rise at about 6 O'clock, may be even 6.30. They go on doing a continuous service to Members of Parliament, but they are not paid any overtime allowance. If overtime allowance is to be paid elsewhere it has to be paid also right down here, but nothing is being done. My socialist friends seem to be very much ignorant of these facts. I shall be very happy if the honourable Minister gives us an assurance that at least injustice will not be done under the very nose of the Members of Parliament who call themselves socialists.

KUMARI SHANTA VASISHT : Mr. Vice-Chairman, I want to take only one minute.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): No. I have told you all that we have a very limited time and I am not calling everybody.

SHRIMATI YASHODA REDDY (Andhra Pradesh): No, Mr. Vice-Chairman, a point was raised and she wanted to say something...

(Interruptions)

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You must understand the position. You were absent and you do not know anything about it. All right, Kumari Vasisht.

KUMARI SHANTA VASISHT : Mr. Vice-Chairman, I have pointed out earlier also. I brought to the notice of the Minister some time back also that the

train connections for the large number of military, naval and other installations that we have in this country, are very very poor. The people from these installations have to wait for long hours. In certain areas sometimes if they miss a particular train, they will have to wait there overnight. It is very difficult for other ranks in these stations. A plan should be drawn up in consultation with the Defence Ministry. The Defence Ministry should inform the Railway Ministry about the various needs of the Defence establishments in various parts of the country so that the train timings can be adjusted accordingly. It is extremely important and I have pointed out this thing earlier also. I would urge upon the honourable Minister that care should be taken to see that the railway facilities are made available to the Defence people also. At present mostly our arrangements are for the benefit of only industrial goods and such other interests. Special care should be taken for the Defence personnel. Sir, I would end with only one sentence for my friend, Mr. Bhupesh Gupta, that we did pay for as many members as travelled by the special train and we have paid for our tickets. Thank you.

SHRI GULAM NABI UNTOO (Jammu and Kashmir): Sir, when the railway line between Pathankot and Kathua is already complete for the last several years, why does not the Railway Department take the delivery of timber—the Railway Department purchases timber—at Kathua instead of at Pathankot because otherwise it results in the loss of several lakhs of rupees as sales tax? The second mention that I have to make is that the Srinagar Express which leaves Delhi for Pathankot, instead of stopping at Pathankot, it should go direct to Kathua so that the passengers who travel in it have the opportunity to reach Kathua instead of dropping at Pathankot. The time schedule may be arranged in such a way that the Srinagar Express as well as the Kashmir Mail which go up to Pathankot should go to Kathua and the delivery of timber which the railway purchases from the State should be taken at Kathua instead of at Pathankot.

SHRI ROHANLAL CHATURVEDI : Mr. Vice-Chairman, at the outset I would like to clear one point that was raised by the hon. Member, Mr. Kulkarni. He said that the survey for Pandharpur has been sanctioned. I never said that the survey has been sanctioned. I said that the Committee on uneconomic branch lines has recommended its conversion. Now it will be

[Shri Rohanlal Chaturvedi]

considered by our officers and by the Ministry and a decision will be taken on the over all conversions and extensions.

Then, Sir, a point was raised about water supply, the taps not being opened at the right time. We can see to it that there is no difficulty as far as water facilities to passengers are concerned. It was also said that the taps are opened just before the train time. I will look into this matter. But I may just point out that our main function is to see that the passengers boarding the trains at the stations or those who get down from the trains, they get water. But anyway, I will certainly look into the point which has been made by the hon. Member.

Then Shri Lokanath Misra raised the point about Talcher line. He stressed that the survey should be completed. For his information I may say that the survey is scheduled to be completed by June 1970. With regard to catering, some mention was made about the service conditions and uniforms of the employees. We will certainly look into it.

Then Mr. Bhupesh Gupta raised some point. As soon as this news was read in the Amrita Bazar Patrika by the Minister who is sitting here, he asked for a report on four points : (1) Facts (2) Loss (3) Persons responsible (4) Action proposed. This is a newspaper report and we cannot say how far it is correct but we have called for the facts and then we will consider what action can be taken.

I am thankful to the hon. Members for making other points also and they will be borne in mind by us.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : The question is :

"That the Bill be returned."

The motion was adopted.

(1) THE APPROPRIATION (NO. 5)
BILL, 1969

(2) THE APPROPRIATION (NO. 6)
BILL, 1969

THE MINISTER OF SUPPLY AND
THE MINISTER OF STATE IN THE
MINISTRY OF FINANCE (SHRI

R. K. KHADILKAR) : Sir, I 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 during the financial year ended on the 31st day of March, 1968, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

Sir, the Bill arises out of the Demands for Excess Grants relating to the year 1967-68, voted by the Lok Sabha on the 20th December, 1969, and the expenditure charged on the Consolidated Fund of India and incurred in excess of the sanctioned Appropriations for that year. The reasons which led to the excesses have been explained in the foot-notes below each Demand or Appropriation in the Statement of Demands for Excess Grants which has already been circulated to the hon. Members.

As the House is aware, excesses over appropriations are revealed after the Appropriation Accounts are compiled by the Comptroller and Auditor-General or the Defence Accounts authorities, as the case may be. These excesses are, in the first instance, required to be scrutinised by the Public Accounts Committee under Rule 308(4) of the Rules of Procedure and Conduct of Business in Lok Sabha and it is only after the Committee have looked into the facts of each case and recommended their regularisation that the matter is brought before Parliament. The excesses for 1967-68 were scrutinised by the Public Accounts Committee in their sitting held on the 16th July, 1969. The Committee have, in para 2.39 of their Eighty-third Report (Fourth Lok Sabha), presented to Parliament on the 28th July, 1969, recommended the regularisation of these excesses. The Demands for which Parliament has been approached for regularisation relate to Civil, Defence Services and Posts and Telegraphs for 1967-68 and follow the above recommendations of the Public Accounts Committee. I do not, therefore, propose to take the time of the House to explain these excesses in detail. These demands were laid on the Table of the House in the last Session on the 22nd August, 1969.

Hon. Members may well enquire why these excesses arise and why they cannot be avoided. The payments on Govern-