

treat it purely as a party issue at all. I believe many of the teachers who are coming here do not belong to any political party; they do not have any political affiliations. Parties are involved because after all, they are supported by one or the other party. Now, we have raised an issue of such dimensions on the floor of the House and invited the attention of the Government. Sir, I am not asking Dr. Ram Subhag Singh to make a commitment here. First of all, he is not the Minister in charge and secondly, it would not be proper for me to ask him in the present situation when he has not consulted his colleague. I think he should in all fairness express his initial reactions to this and convey to the members of the Cabinet...

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Kindly take your seat.

SHRI BHUPESH GUPTA : ... what the House has felt from all sides. He should convey it to the Prime Minister and naturally to his colleague, the Education Minister, also. We are interested in his reactions. I do not think Dr. Ram Subhag Singh is a man who is not sensitive to such matters, and since he is sensitive to such matters I do hope he will say something on this subject.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Kindly sit down.

SHRI BHUPESH GUPTA : No, no. You ask him to say something.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : I have allowed you and you have mentioned it here. Kindly sit down.

SHRI BHUPESH GUPTA : On a point of order, Mr. Vice-Chairman. Dr. Ram Subhag Singh is prepared to say something but you are preventing him. Am I wrong, Dr. Ram Subhag Singh? Mr. Vice-Chairman, he is prepared to say something.

SHRI M. M. DHARIA : Dr. Ram Subhag Singh has already stated that he will convey the feelings of the House to his colleague.

SHRI BHUPESH GUPTA : Let him get up and say that. We did not hear him. What did he say?

श्री राजनारायण : श्रीमन्, जब राम सुभग सिंह जी ने यह कहा है तो मोहन धारिया साहब को क्या तकलीफ है ?

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Do you wish to say something?

DR. RAM SUBHAG SINGH : I have heard what has been expressed here and I will convey the sentiments to the Education Minister. I know that the teachers who have come from there are probably going to meet the Education Minister as well as the Prime Minister in case they find time for them. I have also known something about Orissa. I will convey all these things to my colleagues.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : The matter is over. Now, Mr. Barbora.

SHRI NIREN GHOSH (West Bengal) : No, no, Mr. Vice-Chairman. Just one minute. I was told that about two to three thousand teachers from our State would come before Parliament. If that is so, if they have come already, the Education Minister and others should go out to meet them there.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : That is enough. Now Mr. Barbora.

I. THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1969

II. THE APPROPRIATION (RAILWAYS) NO. 4 BILL, 1969—contd.

श्री जी० बरबोरा (आसाम) : उपसभाध्यक्ष महोदय, यह जो रेलवे एप्रोप्रिएशन बिल है मैं इस का विरोध करता हूँ क्योंकि यह बजट इस्टीमेट्स से भी ज्यादा रेलवेज में खर्च करने के बारे में है ।

रेलवेज में हिन्दुस्तान में ऐसे भी बहुत ज्यादा खर्च किया गया है और उस में फिजूल-खर्ची बहुत ज्यादा है । सारे हिन्दुस्तान में अभी भी रेलवेज की तरक्की के बारे में और खास कर देश के पिछड़े इलाकों में अभी तक सरकार की ओर से कुछ नहीं किया गया है ।

[श्री जी० बरबोरा]

रेलवेज मे भ्रष्टाचार भी बहुत ज्यादा है और उस में हर स्तर पर भ्रष्टाचार है जिस के कारण रेलवेज को आय कम होती है। जगह जगह पर रेलवेज के जो लाखों मजदूर हैं उन के लिये भी कोई अच्छी व्यवस्था नहीं है और जो व्यवस्था है भी उस में डिस्क्रिमिनेशन होता है। मिसाल के लिए जो टिकट कलेक्टर्स हैं उन के साथ रनिंग स्टाफ की तरह बर्ताव नहीं किया जाता। आज सरकार का जो रुख है उस से यही मालूम पड़ता है कि देश के जो बड़े बड़े शहर हैं जैसे कलकत्ता, बंबई, दिल्ली, मद्रास, आदि, उन से सम्बन्धित जो रेलवेज हैं उन्हीं में थोड़ा बहुत काम हो रहा है, लेकिन जो आसाम और मध्य प्रदेश का इलाका है, जो उड़ीसा का इलाका है उन सब जगहों में रेल को पहुंचाने के लिये, उसकी तरक्की के लिए कुछ नहीं किया गया है।

रेलवेज में जगह जगह जो भ्रष्टाचार की बात है उसकी मैं मिसाल देना चाहता हूं। आसाम में जो तिनसुखिया से बरोनी तक डाइनिंग कार्स चलती हैं उन का कांटेक्ट अग्रवाल ऐंड अग्रवाल कंपनी को मिला हुआ है। यह अग्रवाल ऐंड अग्रवाल कम्पनी अपनी तरफ से इन डाइनिंग कार्स को नहीं चलाती, बल्कि उस ने दो आदमियों को इस का कांटेक्ट दे रखा है। यह डायनिंग कार तिनसुखिया से बरोनी और वहां से फिर वापस लौट कर तिनसुखिया 5, 6 दिन में जाती है और उस के लिए अग्रवाल ऐंड अग्रवाल कंपनी उस स्टाफ कांटेक्टर से 750 रुपया एक बार का लेती है। इस हिसाब से अग्रवाल ऐंड अग्रवाल कम्पनी को सालाना एक कार से 50,000 रुपया मिल जाता है और कुल उन को आमदनी इस हिसाब से 2 लाख रुपये साल की होती है। आप इस बात का अंदाजा लगा सकते हैं कि जो कांटेक्टर इतना रुपया देकर कार चलाता है वह पैसेजर्स को खराब खाना दे कर ही उस में से कुछ पैसा बचा सकता है। इस के अलावा माल गोदाम में और बुकिंग आफिसेज में जो भ्रष्टाचार है उसे सभी जानते हैं। रेलवेज के

द्वारा ज्यादा आमदनी न होने के बहुत से कारण हैं और उनमें एक मैं देखता हूं यह है कि बहुत से लोग फ्री सफर करते हैं। अभी एम० पीज० को एक की जगह दो के लिये सफर करने की सुविधा दी गयी। मेरी तो राय है कि हम लोगों के फर्स्ट क्लास की जगह थर्ड क्लास के पास होने चाहिए। आर्मी में सेकंड लेफ्टिनेंट से ऊपर के सभी लोगों को फर्स्ट क्लास का पास मिलता है और इसके अलावा कहीं विनोबा जी का सम्मेलन हो या भारत सेवक समाज या भारत साधू समाज का उत्सव हो, सब लोगों को फ्री पास मिल जाते हैं। तो ट्रेन्स में किराया दे कर कितने लोग चलते हैं इस का आप अंदाजा लगा सकते हैं। इसके अलावा माल ले जाने के लिये कोई उचित प्रबन्ध नहीं है। अगर कहीं नयी लाइन ले जाने के लिये मांग की जाय तो मिनिस्टर साहब कहेंगे कि पहले वहां वर्क लोड बढ़ाइये। यह बल के सामने गाड़ी रखने की बात है। जहां एडमिनिस्ट्रेशन खराब है वहां वर्क लोड आप कभी नहीं बढ़ा पायेंगे। इस सिलसिले में मैं यह भी कहना चाहता हू कि एन० एफ० रेलवेज की हालत बहुत खराब है। मैं तिनसुखिया शहर में रहता हू। वहां से डिब्रूगढ़ जाने के लिये पहले ब्रिटिश जमाने में डेढ़ घंटा लगता था लेकिन अब ढाई घंटे लगते हैं। 22 साल की आजादी में यह तरक्की हुई है। हमारे शहर तिनसुखिया से गौहाटी 300 मील दूर है। वहां तक पहुंचने के लिये मेल ट्रेन में 22 घंटे लग जाते हैं। इस हालत को सुधारना पड़ेगा, लेकिन इस के लिये कोई व्यवस्था अभी नहीं है। सामान ढोने के बारे में भी काफी गड़बड़ी है। आसाम में चाय बागान हैं। वे अपनी चाय की पेटिया कलकत्ता भेजते हैं और मुझे अपने मित्रों से मालूम हुआ है कि एक बैगन के मुकाबले एक ट्रक में उन को 4, 5 सौ रुपये ज्यादा देने पड़ते हैं, लेकिन चूंकि बैगन ठीक समय से नहीं मिलता, उस में बीच में पिलफरेज हो जाती है और वह ठीक समय पर कलकत्ता के मार्केट में नहीं पहुंच पाता इस लिये चार पांच सौ रुपया ज्यादा दे कर भी लोग ट्रक से माल भेजना पसंद करते हैं। इस हालत को

सुधारने के लिये और आसाम जैसे प्रान्त में सभी लोगों को रेल से चलने फिरने की सुविधा देने के लिए लोगों ने आवाज उठाई थी कि जैसे एन० एफ० रेलवे में डिवीजनल स्कीम है, उस को लागू किया जाय। एन० एफ० रेलवे का तीन चौथाई हिस्सा आसाम में है। उस की हालत बहुत खराब है। उस को कोई देखने वाला नहीं है। वहां की दशा सुधारने के बारे में रेलवे मिनिस्ट्री में कुछ विचार हुआ था और इस सम्बन्ध में फरीदाबाद कांग्रेस सेशन में आसाम के कुछ मंत्रियों को हमारे रेलवे मिनिस्टर ने आश्वासन दिया था कि आसाम में कम से कम 3 रेलवे डिवीजन कर दिये जायेंगे। बाद में क्या हुआ मुझे मालूम नहीं। हो सकता है कि रेलवे बोर्ड जो बहुत मजबूत है और ब्यूरो-क्रैट्स का अड्डा है और जिस के सामने रेलवे मिनिस्टर को भी सिर झुकाना पड़ता है उस के कारण ही रेलवे मिनिस्टर ने उस के लिए बाद में इन्कार कर दिया हो क्योंकि बाद में उन्होंने ने कहा कि ऐसा आश्वासन नहीं दिया गया। इस के लिये वहां के लोगों में काफी मांग है। इस के लिए वहां आन्दोलन भी हुआ, 18 तारीख को आसाम बन्द भी हुआ, लेकिन अभी तक उस आश्वासन के बारे में रेलवे मिनिस्टर से कुछ नहीं सुना गया। इस लिए मैं बोलना चाहता हूं कि रेलवे की व्यवस्था में, रेलवे के एडमिनिस्ट्रेशन में इतनी कमजोरी है कि इस हालत में रेलवे के लिए जो कुछ भी बजट में खर्च किया उस से ज्यादा खर्चा के लिये यह जो एप्रोप्रिएशन बिल लाया गया है इस का मैं विरोध करता हूं और इस का विरोध होना चाहिए।

SHRI KALYAN ROY (West Bengal) : Sir, it is most unfortunate in this country that instead of the Railway Minister deciding the policy of the Railway Ministry it is the Railway Board which decides it and unfortunately the Railway Minister acts as a shield in between the Parliament and the Railway Board. Mr. Vice-Chairman, it is well known that out of 70 million tons of coal which is produced in this country today the Railways buy the biggest

amount, i.e. nearly 16 million tons. So the price which is paid for coal is the most important factor which determines the cost of the railway tickets and all other things. Now it is regrettable that whenever these mine-owners put pressure on the Railway Board, the Railway Ministry, instead of refusing to give any increase in the coal price, immediately succumbs to it. In 1967 the Government paid Rs. 5 per ton and the result was that each one of us had to pay a higher railway fare. This coal price was given to the mine-owners on the ground that they would implement the recommendations of the Coal Mines Wage Board. But they did not do it. They pocketed the money themselves and did not implement the recommendations of the Wage Board. So it was decided that the colliery owners would produce a certificate that they have implemented the Wage Board recommendations and only on the production of such a certificate the Railway Board would buy coal from them. But unfortunately we find today that the Railway Board is buying coal even from those mine-owners who are failing to produce such a certificate issued by the Government of India. Again, Sir, the new danger is that the mine-owners are putting further pressure on the Government, saying that they are not satisfied with Rs. 5 per ton which was given to them in 1967. There is that danger that the Railway Minister will give another Rs. 2 or Rs. 3 per ton, as a result of which the entire cost of living index will be completely upset. We therefore want an assurance in this House that the Railway Minister will stand up to the pressure of the mine-owners and will refuse to give them any further increase in the coal price. That is number one.

Number two is that there is no proper checking of the coal that they buy. As a result of this, the boilers and other parts of the Railways get damaged. There should be a proper checking of the coal that they buy. Suppose they place an order for Grade I coal. The mine-owners by paying something to the corrupt officials of the Railways load and supply Grade III coal. So there should be a proper checking done on the spot by some high officials of the Railways when the wagons are being actually loaded. The other great danger, particularly in West Bengal, is that the whole railway line between Calcutta and

[Shri Kalyan Roy]

the rest of India may be disrupted because of the underground fire in between Durgapur and Asansol. As a matter of fact I put a question in this Session and the Railway Minister replied that the underground fire had come nearly 22 feet of the main railway lines near Raniganj. But there is no proper attempt to check any further spread of the underground fire in order that the railway lines are not disrupted.

Then there is another thing. Railway sidings are very important. It is no use producing and raising coal unless that coal is despatched to Delhi, Madras or Bombay or other places. It is these sidings where the wagons are kept and the coal is loaded. The underground fire has spread in one of the sidings. I can give the name; it is the Jotemutook siding. That siding is being threatened by the underground fire and if the fire spreads, what will happen? Eleven collieries employing on an average daily 15 thousand employees and having a monthly production of about one lakh tons of non-coking coal and the aluminium factory at Jaykaynagar where nearly 3 thousand persons are employed and are served by these sidings, all these will be completely closed. Only recently the General Manager of the Eastern Railway has served notices to all these miners. I am quoting from the notice which says that if the fire endangers the safety of the track, it will become necessary for the Railways to suspend or close the Jotemutook-assisted siding till such time as the danger is removed and the track rendered safe for traffic. Unfortunately there is no co-ordination between the Coal Board and this particular Railway Department, as a result of which the coal production in these 11 collieries will come to a stop and the railway lines between Asansol and Calcutta will be completely disrupted. What steps are you taking to see that this fire does not endanger the railway sidings of the main line?

Then, Sir, we have been shouting persistently for the last 20 years as to when the supply of wagons to coal mines will be put on a rational basis. The colliery-owners do not know when and how many wagons they are going to get, as a result of which I as a worker am seriously affected. Now each mine-owner keeps a large number of wagon-loaders and he does not know when the

wagons are going to reach that particular colliery. The result is that these wagon-loaders are perpetually kept on a badli and temporary basis and are completely denied the benefits of permanent workmen. Thus they are most miserably exploited. So our submission is that they must increase the supply of wagons to the coal-mines, which is not being done now.

There is another thing also. Today in West Bengal particularly the factories which build wagons are being discriminated against. We have the know-how, we have the skilled workers, we have the factories. Then why are you starving the factories which can produce wagons? In West Bengal there are a large number of refugees and there is a lot of unemployment. Not only that, what about these 500 workers whom you have suspended and dismissed? They have been victimised. It is easy to give Rs. 51 to an M.P. Why can't you take 500 employees into service? Why are you adopting this policy of victimisation and why don't you stop it? They are asking for justice only.

Lastly, Sir, one of the most important stations in this country is Rupnarayanpur where the Hindustan Cable Factory of the public sector is situated. This is the only factory which produces cables and this particular station is being ignored by the Railway Department. Not a single important train stops there. As a result of that, workers working in the cable factory and the Chittaranjan factory squatted on the railway lines the other day. On that day the railway communication was completely disrupted. This is a station from where people daily go for work to Dhanbad, to Asansol, to Durgapur and other places. But the important trains do not stop at this station. This is clear discrimination and our suggestion is that this discrimination must be put a stop to. The Railway Minister should at least now have the courage to put an end to the misdeeds, corruption and failures of the Railway Board and its officials instead of becoming a buffer between the Railway Board and the indignant public.

श्रीमती पुष्पाबेन जनार्दनराय मेहता
(गुजरात) : माननीय वाइस चेयरमैन महोदय,
मैं रेल्वे के बारे में बोलने के लिये खड़ी हुई हूँ। आप जानते हैं कि रेल्वे की कुछ सफलताएँ भी हैं कुछ विफलताएँ भी हैं और

आज के जो पोलिटिकल डिस्टर्बेन्सेज हो रहे हैं उनसे रेलवे को बड़ी नुकसानी भी होती है, ऐसा मेरा खयाल है। लेकिन चाहे परिस्थिति जो भी हो, जितना खर्चा होता है उसके हिसाब से आमदनी भी होनी चाहिये। इसलिये या तो कहीं कोई गलती है या कोई कसिडरेशन में कमी है, चाहे कुछ भी हो क्योंकि हम दिन प्रति दिन देखते हैं कि रेलवे ट्रैफिक और उसकी आमदनी में कमी हो रही है। एक और बात भी है कि हमारी जो अपेक्षा है उस तक हम पहुँच नहीं पाते हैं। पैसेन्जर्स के लिये बड़ी बड़ी कमेटियाँ होती हैं, हम सुनते हैं कि उनकी एमिनिटीज बढ़ाने के लिये कुछ करेंगे और दो दिन पहले भी बात हुई थी कि पैसेन्जर्स की एमिनिटीज के लिये एक कमेटी नियुक्त की है और उसने क्या क्या बनाया है, परन्तु आज हम देख रहे हैं कि मुझावो के अनुसार जो बड़ी बड़ी दिक्कतें हैं उनको दूर करने का कोई प्रमाण सामने नहीं आता है।

सबसे पहली बात मुझे यह कहनी है कि मैं देखती हूँ कि जो मथुरा जाने वाले यात्री हैं जो सौराष्ट्र तक जाते हैं, वीरमगाव तक जाते हैं उनके लिये कोई सुविधा नहीं होती है क्योंकि जब वह फ्रन्टियर गाडी से जाते हैं तो रात को 2 बजे बड़ौदा पहुँचते हैं और डीलक्स से जाते हैं तो सुबह 9 बजे पहुँचते हैं। बम्बई से जो ट्रेन आती है वीरमगाव उसमें कभी रिजर्वेशन नहीं मिलता है और 2, 4 और 6 घंटे ठहरना पड़ता है। मैंने यहाँ बार बार बताया है कि दिल्ली से मथुरा होकर एक डाइरेक्ट बोगी वीरमगाव तक लाई जाये, जो ब्याया बड़ौदा जाय। इससे मैं सोचती हूँ जितनी दिक्कत यात्रियों को अब होती है वह कम हो जायेगी। इसलिये मेरी यह प्रार्थना है कि इस काम को करना चाहिये क्योंकि आखिर में मथुरा इतना बड़ा तीर्थधाम है और बहुत से पैसेन्जर्स जो वहाँ जाते हैं उनको बड़ी मुश्किल होती है।

दूसरी बात यह है कि बड़ौदा इतना बड़ा जंक्शन है कि चौबीस घंटे वहाँ ट्रेनें आती जाती

रहती हैं और पैसेन्जर्स को एक एक, दो दो तीन तीन घंटे ठहरना पड़ता है। वह रिटार्डिंग रूम में भी नहीं जा सकते हैं क्योंकि उसमें दो तीन घंटे तक रहना मुश्किल होता है। वह सिर्फ एक वेंटिंग रूम है पुरुषों के लिए और स्त्रियों के लिये। परिणाम यह है कि उस वेंटिंग रूम में इतनी गंदगी होती है इतना 'डर्टी' वह रहता है कि एक घंटा बैठना भी मुश्किल होता है। और कोई दूसरी जगह बैठने की नहीं है। तो मेरा कहना है कि एक वेंटिंग रूम स्त्रियों के लिए और एक वेंटिंग रूम पुरुषों के लिये अधिक वहाँ पर होना चाहिये। रात को भी ट्रेनें आती हैं और यात्री उतरते रहते हैं, बच्चे सो जाते हैं और किसी के लिये कोई सुविधा नहीं है। इतने बड़े जंक्शन के लिए मैं सोचती हूँ इस चीज के लिए कोई न कोई व्यवस्था जल्दी से जल्दी करनी चाहिये।

तीसरी मेरी एक बड़ी शिकायत है, मैं यहाँ फिर जोर देकर उसके बारे में कहना चाहूँगी। तीन साल से मैं कहते आ रही हूँ और पहले जो हमारे रेलवे मिनिस्टर थे माननीय पुनाच्चा जी उन्होंने भी मुझसे वादा किया था कि कुछ करेंगे जरूर, और हमारे स्टेट मिनिस्टर साहब ने भी कहा था कि हम देखेंगे। हमारे यहाँ बेरावल और प्रभास में 5 ओपन रेलवे क्रासिंग हैं और एक बन्द रेलवे क्रासिंग है और चौबीस घंटे में फौर्टी टाइम्स से ज्यादा वह बन्द होते हैं और खुलते हैं। दूसरा और कोई रास्ता नहीं है। सारा ट्रैफिक रेलवे यार्ड में से जाता है। सारे इलाके में एक हॉस्पिटल है बेरावल में, वहाँ से 100 मील तक एक भी कोई दूसरा हॉस्पिटल नहीं है। तो जब पेशन्ट्स को वहाँ ले जाना होता है तो रेलवे क्रासिंग बन्द हो जाती है जिससे वहाँ खड़ा रहना होता है क्योंकि और कोई जाने का रास्ता नहीं है। मैं नहीं जानती कि दुनिया के और किसी देश में इतना बड़ा ट्रैफिक रेल का ओपन फाटक से कहीं जाता होगा। भावनगर से बेरावल तक सब कोस्टल ट्रैफिक यहाँ से जाता है। उसके लिए ओवरब्रिज

[श्रीमती पुष्पाबेन जनार्दन मेहता]

देना अभी तक तय नहीं हुआ है। वहाँ पर अंडर-ब्रिज नहीं हो सकता क्योंकि समुद्रके नजदीक है। दूसरी बात यह है कि बेरावल और प्रभास के बीच में इतना भारी ट्रैफिक है रेलवे का और इतनी बसेज जाती है कि सुबह से शाम तक करीब पन्द्रह, बीस हजार आदमी आते जाते रहते हैं। लेकिन उस के लिए रेलवे मिनिस्ट्री ने अभी तक कोई सोच विचार नहीं किया है। कई बार रेलवे आफिसर्स आये और अलग अलग बात करके चले गये। कभी कुछ कहते हैं, कभी कुछ कहते हैं, क्या क्या बातें बता जाते हैं। अभी एक भाई ने यहां बताया कि बैंकवर्ड एरिया के लिए कोई ध्यान नहीं जा सका, तो मेरी भी यह शिकायत है कि तीन साल से हम देखते आ रहे हैं अभी तक उसके लिये कुछ सुनवाई नहीं हुई है। मैं एक बार फिर जोर से कहना चाहती हूँ कि अभी उसके लिये कुछ न कुछ बंदोबस्त करना चाहिये।

चौथी बात यह है कि जो तीर्थ धाम हैं वहां के यात्रियों के लिये कुछ अलग से व्यवस्था होनी चाहिये। दो लाख से तीन लाख आदमी सोमनाथ यात्रा के लिये आते हैं और वहां पर कोई सुविधा नहीं है। यात्री आते हैं और दो चार घंटे इधर उधर फिर कर चले जाते हैं, न कोई शेड की व्यवस्था है, न पानी का प्रबन्ध है, न कोई सुविधा है। यह आपके लिये छोटी बात होगी मगर हमारे लिये बड़ी बात है। तो मैं प्रार्थना करती हूँ कि इसके लिए कुछ व्यवस्था स्टेशन पर हो जानी चाहिए। और एक बात यह भी है कि जो पैसेन्जर्स आते हैं उनके लिये इन्क्वायरी आफिस नहीं है। कोई इन्क्वायरी करते हैं तो कोई बोलता है यहां से यहां जाओ तो वह इधर उधर घूमते रह जाते हैं। तो 24 घंटे का इन्क्वायरी आफिस बेरावल में और एक जूनागढ़ में जरूर होना चाहिये क्योंकि उसके बिना यात्रियों को बड़ी मुश्किल होती है।

इतना कहने के बाद मैं आशा और विश्वास करती हूँ कि रेलवे मिनिस्ट्री मेरी इन सब बातों पर विचार करेगी।

SHRI BANKA BEHARY DAS (Orissa) : Before I go to specific points, I want to draw the attention of the Minister particularly to the 19th September strike of last year. Even now many of the employees are moving in the streets. They have not been re-instated. Proper justice has not been given to them. I think after all the change of attitude that they profess for the last one month—I do not know whether actually there is any change of attitude—they should now unconditionally take them back and seek their co-operation in view of the change of the profession of the Government. I think the Railway Minister will rise to the occasion just now and when he replies, will give the assurance that those who have suffered because of the 19th September strike would be reinstated. In this connection I will plead with the Railway Minister that the recognition of those Federations and Unions should be restored because he knows, and others also know, that the unions that were existing and were recognised were the truly representative unions and federations.

SHRI T. V. ANANDAN (Tamil Nadu) : How do you say that?

SHRI BANKA BEHARY DAS : Everybody knows that the membership of those federations was more. I am not going to dispute whether the INTUC that is existing should be derecognised. So my friend should not be shaky about it. I want to say that a huge section of the railway employees were organised under the federation, whose leader was the present President of India and not anybody else, and so that attitude should change and that union should be immediately recognised so that you gain their cooperation for developing the railways of this country.

Secondly, you advocated during the Third Plan about the partnership of the employees in the management of industries. After the bank nationalisation, you have already agreed to the position as regards the banking industry in the country. Now it is high time that the Railway Minister should decide that the representatives of the employees of the Railways should be taken in the Railway Management because till now we all accused that the Railway Board is predominantly a bureaucratic organisation and there is no response to the needs of the citizens of this country or of the employees. I think this attitude

should change now. I come now to the specific problem of Talcher-Bimlagarh railway line. I want to remind that the engineering and traffic survey is being conducted and now an explosive situation has developed in Orissa. Only two days ago there was the Rourkela bundh which affected the steel production and not only the public is very much agitated because of the neglect shown by the railway administration but the entire student population are also agitated now and I think the Minister will agree that out of the 3 or 4 States that have been neglected in regard to the Railways since its inception, Orissa is one even if you taken into consideration the area and the population. Secondly he knows that the Steel Ministry is very much interested in the export of steel for foreign exchange. So this railway line should be taken up because that is the shortest route to Paradeep for export purposes and I want the Minister to immediately to assure about it because the Fourth Plan is to be finalised very soon for specific railway lines without any delay. So before it is too late this should be done. It is not a threat but I am giving the objective conditions prevailing there. You know what happened in Rourkela. There was complete paralysation there. So I request him to come forward with this proposal before things go out of control not only of the Government of India but also of the State Government and even ourselves because I am not wanting to isolate myself from it. Before all of us are pressurised by that situation, it would be proper for the Railway Minister to come out with the statement that the moment traffic survey is concluded, the line would be taken up so that the feelings of the people may be assuaged and particularly of the students.

The Minister knows that Mangalore and Cochin there were through carriages to Delhi before the railway line was disrupted in Andhra. The through train services have already been resumed for the last 1½ months but I am surprised to see that the through carriage that was coming from Cochin and Mangalore to Delhi has not been resumed. I plead with the Minister that when he replies here, he will immediately agree to this position that the through carriages that were coming from Mangalore and Cochin to Delhi will be resumed immediately because already the train services have been resumed for the last 1½ months and the people of

Kerala should not be allowed to feel that in spite of the resumption of traffic, they are being neglected.

Fourthly, I want to say that the Kerala people have always been demanding that there should be a direct railway service from Bombay to Cochin, and the Minister has always been saying that it is under consideration. Instead of saying all the time that it is under consideration I think the Minister should immediately come forward and announce that he will see that there is direct train service from Bombay to Cochin—which is a very crowded line.

In the end I would place one demand of Orissa before the Railway Minister. He has conceded that from 1st October there will be a Rajdhani Express which will run from Delhi to Puri. Here I want to draw the attention of the Minister to this that the route that has been advocated is such a long route that, I am afraid, it will take such a long time that those who are interested to go from Orissa to Delhi may again prefer either the Calcutta or the Asansol line. So this is a point. From the point of view of traffic I do not say that that train service through Bina and Katni should not be there. I am not going to say that, because Madhya Pradesh people will also be benefited. All I want to say is that the main purpose was to connect Delhi with Orissa, particularly with Bhuvaneshwar and Puri. So the purpose will be served only if it takes a shorter route, which means it will take lesser hours to cover the distance. If it takes much more time than it takes via Calcutta or Asansol, then the purpose of introduction of this train will not be served. So I will suggest that if it is made a faster train and it takes about the same time, not more time, then this train may run on this route; I have no objection. Otherwise, I will request that they should reconsider their decision and try to see that this train runs through Asansol so that everybody who is interested to go by this train may avail of it, and longer route and consequently more time taken mean more ticket fare also. So you are not going to benefit any man. Longer time one will suffer from, and also he will have to pay much more, I think something like ten rupees more even for III Class to go from Orissa to Delhi. So the entire purpose will not be served. From all these points of view, if it is not made into a very fast train, at least

[Shri T. V. Anandan]

the route should be *via* Asansol so that the regions of U.P., Bihar and Orissa, all will be served.

Thank you.

श्री शीलभद्र याजी (बिहार) : उप-सभाध्यक्ष महोदय, 1957 से मैं इस सदन में रेलवे मंत्रालय से बराबर यह मांग करते आ रहा हूँ कि हमारे देश का जो पूर्वी हिस्सा है, त्रिपुरा तथा मणिपुर का जो भाग है, उसमें रेलवे की व्यवस्था की जानी चाहिये। यह खुशी की बात है कि रेलवे मंत्रालय ने देश के हर भाग में रेलवे लाइन बनाने का प्रयत्न किया है, लेकिन दुःख के साथ कहना पड़ता है कि मणिपुर का यह हिस्सा अभी तक रेलवे मंत्रालय द्वारा छोड़ा हुआ है।

त्रिपुरा से अगरतला तक तो सर्वे करने की इजाजत हो गई है, लेकिन मणिपुर में सिर्फ सिलचर से जीरीबाम का वह हिस्सा, जो प्लेन है, जिसको बनाने में कुछ लाख रुपया खर्च होगा उसके बारे में अभी तक सर्वे नहीं किया गया है। मुझे दुःख के साथ कहना पड़ता है कि जो एप्रो-प्रिेशन बिल हम आज पास करने जा रहे हैं उसमें भी इस बारे में कोई व्यवस्था नहीं पाते हैं। इसलिए मेरी गुजारिश है कि हिन्दुस्तान का बही भाग रह गया है जहाँ पर रेलवे लाइन नहीं है। इसलिये मैं आशा करता हूँ कि सिलचर से जीरीबाम तक रेलवे लाइन बनाने की इजाजत रेलवे मंत्रालय अवश्य दे देगा।

दूसरी बात हमारी यह है कि जब लेबर कमीशन की रिपोर्ट निकल जाय तो उसके बाद जल्द से जल्द रेलवे मंत्रालय या भारत सरकार अपने 13 या 14 लाख रेलवे कर्मचारियों के लिये अलग से एक वेज बोर्ड बनाये। इन लोगों को नये मिर से किस तरह की सुविधा मिलनी चाहिये, किस तरह से उनकी हालत सुधारी जा सकती है, इस बारे में सब तरह की बातों का वह पता लगाकर अपनी सिफारिश दे।

इसी के साथ साथ श्री मोहन धारिया जी ने कोनकन के सम्बन्ध में जो बात कही है उसका मैं समर्थन करता हूँ। अभी इस हाउस में रेलवे विभाग में जो चैकिंग स्टाफ है, टिकट कलेक्टर या इसी तरह के जो दूसरे लोग हैं, उनके बारे में काफी चर्चा हुई थी और यह कहा गया था कि इन लोगों को भी रनिंग स्टाफ में मान लिया जाय। इन लोगों का भी कार्य उसी तरह का है जिस तरह से और रनिंग स्टाफ के कर्मचारियों का है। जो मौजूदा रेल मंत्री हैं, जब वे हमारे साथ काम करते थे तो उन्होंने उनकी मांग का समर्थन किया था और कहा था कि उनको भी रनिंग स्टाफ में माना जाय। जब पाकिस्तान और यू० के० में माना जाता है तो यहाँ क्यों नहीं माना जा सकता है। आशा है कि इन्हें जल्द से जल्द रनिंग स्टाफ डिविज़न में दिया जायेगा और जो सहूलियत औरों को मिलती है वे इन्हें भी मिले। जय हिन्द।

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Mr. Mallikarjunudu, Kindly be brief.

SHRI K. P. MALLIKARJUNUDU (Andhra Pradesh) : I shall be very brief, Mr. Vice-Chairman, Sir. I come from Machilipatnam and I am therefore interested in the development of Machilipatnam town, not only because I come from that place but because it has got a just and presentable case. Machilipatnam was once upon a time a very flourishing town which attracted foreign traders. It invited British, French, Dutch and other foreign powers. They established their factories and established their garrisons at that place. Now that town is in a much dilapidated condition. One of the reasons why it was so is that the port, which attracted so many people, is now in a bad shape.

SHRI AKBAR ALI KHAN : Quite right.

SHRI K. P. MALLIKARJUNUDU : That port has got to be developed. Our plans are now afoot for the development of that port. In the Fourth Plan the State Government has included the development of Machilipatnam port as one among the important items, and it is going to be developed. If that be

the case, more railway facilities also require to be provided. In this connection I would like to tell you that the present railway line extends up to the old port site only. What I want to suggest is that the railway line should be extended up to the new port site—it is just a distance of only two miles. If that be the case, the real facility afforded by establishing the new port will come into operation fully. What I would like the Ministry to do is that that extension has got to be made as soon as possible.

Secondly, there should be a second platform opposite to the existing platform. I have experienced great difficulty a number of times in getting down from the train whenever I have travelled from Delhi to Machilipatnam, because it is steep at the second or third line and it is practically impossible to get down from the railway carriage to the ground floor below, because it is nearly six feet down. So what I would like of the Government is to see that a second platform is built there and the two platforms are connected with an overbridge. That is number two.

Thirdly, there was a proposal, I believe, to extend the Vijayawada-Ranigunta passenger train up to Machilipatnam and that on an experimental basis. If that be the case, I would like the Government to see that that experiment will go on for a sufficiently long period and it should not be for a short period. That is my submission.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Kindly wind up.

SHRI K. P. MALLIKARJUNUDU : Yes, Sir. One more point. I am cutting short my observations. I am hurrying up. I am running. Now we are living in the days of speed. So I want to speed up. I am running.

Sir, the fourth point is that there should be provision for reservation of some First Class and some Third Class seats from Machilipatnam for passengers to and from Madras, to and from Waltair and also to and from Hyderabad. Provision should be made for reservation of some First Class and Third Class tickets for passengers from Machilipatnam who want to go to these places. If all these are arranged, then I believe some improvement will have been made to the town of Machilipatnam so far as railway administration is concerned.

SHRI A. G. KULKARNI (Maharashtra) : Mr. Vice-Chairman, Sir, ...

THE VICE-CHAIRMAN (SHRI D. THENGARI) : Kindly be briefest.

SHRI A. G. KULKARNI : Yes, Sir, I shall be very brief, but the point is that, as you know, the Konkan area is simmering with such discontent that though I want to be brief I must at the outset support him and I must take your support also. I am bringing out only the points. The three districts of Ratnagiri, Kolaba and Thana comprising the Konkan area are the most backward areas in Maharashtra State apart from Vidarbha and Marathwada regions. The difficulty with the Konkan area is that about forty lakhs of souls live in this area. It is this area that has produced some of the most important patriots in this country, like Tilakji, Gokhaleji and Savarkarji, and such revolutionaries have been given by this Konkan area to the country to guide the country and the countrymen politically. Mr. Vice-Chairman, Sir, I want to request the Railway Minister to join Apta to Ratnagiri, which is a distance of about 300 kilometres. Why I say this? I have found out that ten lakh passengers require this travelling facility by rail, because sea travel, as we have already discussed here so many times, is not a sure travel. Then, Mr. Vice-Chairman, there are various industries, fishing, mangoes, vegetable, rice etc. So many industries are coming up and I have worked out that the total goods traffic that will be originating from these three districts will be about 23.75.000 tonnes. What I think is, this will be most economical. This has been hanging fire since 1894 when the first survey was made by the Railways. And afterwards three surveys have been made. Diva to Apta it has been extended but what we want is that it should be extended from Apta to Ratnagiri. The western coast is a very vulnerable coast. On the western side right up from Bombay to Goa militarily you cannot reach that area unless there is a broad gauge railway. Whatever feelings I may want to express, I must tell you that in the Konkan area they have recently started a great agitation in Maharashtra and the Chief Minister has promised that he will recommend priority to the Central Government in this matter. It must be remembered that the Prime Minister has assured and the Planning Commission also has assured that certain facilities will be given to the backward

[Shri A. G. Kulkarni]

area. Through you, Sir, I want to request the Minister to give an assurance that the Konkan railways will become a fact in the tenure of Dr. Ram Subhag Singh as Railway Minister.

SHRI T. V. ANANDAN : Mr. Vice-Chairman, Sir, I thank you for giving me this opportunity to say a few words. I would like to draw the attention of the Railway Ministry to a particular matter. Conscience and conscientious objection had been looming large in the country in the last three weeks, but I want to ask the Minister why the conscience of the poor 1.86 lakhs of gangmen has not received consideration from the Government. Is it against their conscience to concede the demand of these 1.86 lakhs of gangmen who are asked to affix their thumb impressions when they draw their salary every month? There are many among them who are educated.

SHRI BANKA BEHARY DAS : What is that conscience? Is that conscience for voting?

SHRI T. V. ANANDAN : I leave it to you. Why not allow these railwaymen to sign and draw their salary. It is not going to put you to any financial burden. It is their desire, it is the desire of the educated railwaymen that they should be allowed to sign...

SHRI A. G. KULKARNI : Conscience has become a casualty.

SHRI BANKA BEHARY DAS : It has not become a casualty. Conscience has won with our support, with the support of the Opposition.

SHRI T. V. ANANDAN : You decide that among yourselves. As long as the Railways are not committed to any extra financial burden there should be no objection at all to conceding this demand of the railwaymen to sign and draw their pay.

The next issue I want to bring to the notice of the Railway Minister is about Tamil Nadu. Tamil Nadu, Mr. Vice-Chairman, is affected by drought and the North Arcot District has been declared as a drought-affected area by the Tamil Nadu Government. There are about 5,000 railwaymen employed in that

area. They have no drinking water and the cost of living has increased so much and they are experiencing great difficulty. Why cannot the Railway Minister release from his Relief Fund a few thousands of rupees for those 5,000 railwaymen?

The third issue I want to bring to his notice is about the thousands of railwaymen who have stagnated in the maximum of their grade. The Railway Ministry has already said—it was during the Budget debate—that their case is under very active consideration. Even this month there were three questions on that and the Railway Minister was pleased to say that this is under active consideration. Active consideration is going on for months and years. The speedier this is resolved the better it will be for the railwaymen and for the country.

SHRI KESAVAN (THAZHAVA) (Kerala) : When the Railway Board is reconstituted I request the Minister to nominate representatives of the underpaid railway employees so that their interests also may be looked after properly. So also I request the Railway Minister to include representatives of the real railway users in the Railway Board so that the interests of the real users of the railways are safeguarded and looked after. I would also request the Railway Minister to include non-official representatives from each State. For example, in the Southern Zone the representatives, non-official representatives, of Madras, Kerala and Mysore must be there. I am not speaking about officers who are in the Board. There must be representation for these States at the non-official level.

I would also request the Railway Minister that when appointments are made in the Railways proper representation should be given to the backward classes and strict instructions must be given to the appointing authorities in this regard.

Finally I request the Railway Minister that the conversion of the Ernakulam-Trivandrum metre gauge into broad gauge must be taken up during the Fourth Five Year Plan. Of course this demand has been there for the last so many years. This is causing much inconvenience for the industries and

also for the travelling public. So my request is that special consideration should be given to this and it should be taken up during the Fourth Five Year Plan.

SHRI THILLAI VILLALAN (Tamil Nadu) : Mr. Vice-Chairman, Sir, every year we are spending a lot of money on Railways but we are not going ahead on the path of progress and improvement. Nowadays the common man has taken a prominent places. The whole country is attracted when our President says :

"My three illustrious predecessors have been men of intellectual eminence and erudition. I have no such claims to make. I am only a common man having spent a major part of my life in active participation in the working class movement. I am the servant of the underprivileged section of our society. By instinct and training therefore I am first and foremost a servant of the people."

Similarly the hon. Prime Minister Mrs. Indira Gandhi has said that this country is ruled by the masses and not by the bosses. So the common man has become very prominent. He has regained his place in our polity. He is the lifeline of our country. At the same time the Railways are also the lifeline of our country. So I want to stress three or four points about the common man in connection with Railways of our country.

Firstly, so far as the Southern region is concerned, we want timely running of the trains. In the Northern region they are agitating for increasing the speed of trains; they want trains like Rajdhani Express. In our parts no train is running in time and my humble request to the hon. Minister is this : make all the trains in our region run to proper timing—scheduled timing. That is the first and the foremost thing to be considered so far as travelling facility in our region is concerned.

The next point I want to stress is about overcrowding in all the trains. It is due to the inadequacy of trains. We can avoid this overcrowding by increasing the number of Janata trains. During the British period they considered the upper class people as the privileged class and they were providing all

sorts of facilities to the upper class passengers. But they forgot to give facilities to the common man, that is, the third class passenger. Of course, after independence we are providing some amenities to the third class passengers. They have been given sleeping accommodation in express trains. There are two sets of sleeping coaches; one is the two-tier and the other is the three-tier coach. Previously the rates for these two were different but six months before it has been made one and the same. But the comforts provided are different while the rates are one and the same. My humble submission is that the rates should be different according to the comforts provided.

3 P.M.

The third point I want to raise is this. In our part from Cuddalore to Pondicherry there is need for opening a new railway line. There has been a demand for a long time to run a train from Cuddalore to Pondicherry. Every time it has been promised during elections by the ruling party and then they forget it. So, my submission is that a new line from Cuddalore to Pondicherry may be opened. With these words, I conclude.

श्री एस० के० वेंशापायन (महाराष्ट्र) :
उपसभाध्यक्ष महाराज, रेलवे के बारे में मुझे केवल दो प्वाइन्ट कहने हैं। एक तो मैं ऐसे हिस्से से आता हूँ मराठवाड़ा महाराष्ट्र का, जो पिछड़ा हुआ है। पहली पंचवर्षीय योजना से अब तक इस क्षेत्र की तरफ से दो मांगे पेश की गई हैं। एक तो मन्माड से मुखेड तक जो मीटर गेज लाइन है उसको ब्राड गेज में बदलने की। अभी बम्बई से ट्रेन जाती है तो वहां माल रुकता है, बहुत ज्यादा देर लगती है माल उतारने में। उसका असर यह होता है कि जो उस क्षेत्र का औद्योगीकरण होना चाहिए ब्राडगेज न होने के कारण वह रुक रहा है। यह मांग जनता की तरफ से, सब पक्षों की तरफ से की गई है।

दूसरी मांग है शोलापुर से उस्मानाबाद और बीर को मिलाते हुए औरंगाबाद तक एक नई लाइन ले जाने की। अगर ये दो मांगें रेलवे

[श्री एस० के० वैशंपायन]

मंत्रालय ने पूरी की तो मैं समझता हूँ कि मराठवाड़ा असली माने में महाराष्ट्र की ग्रेनरी बन सकता है। वहाँ काफी बड़े पैमाने पर उपज बढ़ सकती है, जमीन अच्छी है, पानी का इन्तजाम हो रहा है, मगर रेल का अच्छा इन्तजाम न होने की वजह से, रेलवे लाइन अच्छी न होने के कारण बहुत मुश्किलता हो रही है।

मुझे मालूम है कि ब्राडगेज के बारे में सर्वे कर लिया गया है और सर्वे रिपोर्ट मंत्रालय के पास आ गई है। अब जरूरत इस बात की है कि उस लिहाज से जल्दी से जल्दी इंजीनियरिंग सर्वे का आर्डर देकर वहाँ पर ब्राडगेज लाइन हाथ में ली जाय।

तीसरी चीज मैं मनसाब के एम० जी० और बी० जी० प्लेटफार्म के बारे में कहना चाहता हूँ, जहाँ काचीगुडा आदि से ट्रेन आती है। उस प्लेटफार्म की हालत 30 साल से जब मैं बम्बई में कालेज में पढ़ने के लिए जाता था उस वक्त से आज तक बुरी है और मैं यह समझता हूँ कि प्लेटफार्म की तरफ बहुत ध्यान दिया जाय।

एक बात और है। वहाँ से खाली दो गाड़ियाँ दिल्ली की तरफ आती हैं, अमृतसर एक्सप्रेस और पंजाब मेल। इन दोनों गाड़ियों में बहुत रश रहता है। एक और गाड़ी बम्बई से दिल्ली के लिए चलाने की जरूरत है।

तीन मांगें हैं खास तौर से उस क्षेत्र की और उनकी तरफ रेलवे मंत्रालय ध्यान दे। मुझे आशा है कि रेलवे मंत्री उसकी तरफ ध्यान देकर नई रेलवे लाइन और रेलवे लाइन के कन्वर्शन के लिए फौरी कदम उठा कर वहाँ के लोगों को प्रगति करने में मदद करेंगे।

SHRI PARIMAL GHOSH : Mr. Vice-Chairman, Sir, I am very grateful to the hon. Members who have taken part in the debate on the two Appropriation Bills that we have just presented to the House. Hon. Members have

mentioned many points and I should broadly classify them under a few heads, viz., conversion of MG to BG, construction of new lines, amenities at platforms and stations and some other points also.

SHRI KALYAN ROY : What about the coal price?

SHRI PARIMAL GHOSH : I am coming to that and also the 19th August strike.

SHRI CHITTA BASU (West Bengal) : Why do you conveniently forget these things?

SHRI PARIMAL GHOSH : Regarding conversion from MG to BG I would like to mention that we have already drawn a perspective Plan to convert about 3,000 kms of MG line to BG in the course of ten years and even in the Fourth Plan period we have proposed to convert about 1,500 kms of MG to BG to connect the major trunk routes, so that transshipment delays could be avoided. For that a specific allocation of funds has also been made.

Regarding construction of new lines, I could understand the feelings of hon. Members. This point has been raised many times that there are areas which still remain backward in spite of the last twenty-two years of independence, where there has not been any single new line constructed. I hope hon. Members will appreciate that we can take up the construction of a new line only from the angle of transportation, because the purpose of constructing a new line, from the Railways' angle, is not purely the development of a particular area. Wherever we find that developments are taking place, wherever there is a possibility of industries coming up, wherever iron ore and other things are likely to be prospected and on the basis of the recommendations of the Planning Commission and other Ministries, the construction of new lines is being thought of.

SHRI SHEEL BHADRA YAJEE : For reasons of security also.

SHRI PARIMAL GHOSH : Yes, for security reasons also. Whenever there is a demand from the Ministry of Defence, it is considered from that angle also. In the Fourth Plan we have a very limited sum allocated for the construction of new lines. Out of this sum,

the major portion will have to be spent on the lines which have not yet been completed. It is a throw forward from the Third Plan. So, we have to be selective naturally with the meagre sum that is available for the construction of new lines and in finalising the construction of new lines. Even though the finalisation of new constructions in the Fourth Plan has not yet been completed, I can give an indication that on the basis of the fund allocation in the Fourth Plan the new constructions will be finalised.

Regarding some of the surveys and other things that have been mentioned here, particularly I would like to mention the Talcher-Bimlagarh line. I know my hon. friend is quite aware of it. I rather wonder why in spite of the fact that we have already taken up the survey work and we have made a firm announcement that financial allocation has been made, some sort of agitation is going on in Orissa near Rourkela. About Rs. 7 lakhs have already been allocated for the survey and as hon. Members would naturally understand it, to finalise the construction of a new line, a survey is a necessity and unless and until we get the final survey report, it is impossible to indicate what are the lines that could be taken up for new construction. I am sure the hon. Member will exercise his good office and convey the message that the survey has already been taken up, so that this agitation will end.

SHRI BANKA BEHARY DAS : Accept the line in principle.

SHRI PARIMAL GHOSH : In principle we accept that the progress made must be within the resources, but we are going ahead of that. So, there is no question so far as the principle is concerned. I would like to mention about two points my friend Mr. Dharia has mentioned. One is regarding the suburban section of the Poona-Lonavla line. The suburban line has already been in operation, but I must admit that between the requirement of that area and adequate supply there is a big gap, and we are trying our best to put additional suburban trains on that line. The main handicap for that is the limitation of line capacity at Poona station for which certain programme has been accepted, and as soon as the capacity at Poona station is further expanded additional trains could also be run on that section.

Regarding EMU coaches he has mentioned. As there is a great shortage of EMU coaches—there is a great demand for these coaches in the Bombay section and we have not been able to put enough coaches which are badly needed there—as soon as these handicaps are overcome, naturally the provision of such coaches for other sections will also be considered. Regarding the Konkan line, he has made a reference about the late Prime Minister, Shri Lal Bahadur Shastri's commitment. Regarding this line, of course it is a fact that the Fourth Plan has not yet been finalised. I cannot precisely say what would be the prospect and future of this line, but I can assure him that on the basis of the point that he has raised as well as the hon. Member, Mr. Kulkarni, I would like to have a further review made into this line and I will see what best we can do for this Konkan section.

Regarding the constitution of the Railway Board, regarding the new approach in the context of the new Banking Law and other things, points have been raised by many of the hon. Members. I fully share and agree with the points that have been raised and the points that Mr. Dharia referred about the Board and the Ministry and also some other Members. Basically I do not agree there because it is not a fact that the Railway Board is something under which the Railway Ministry is functioning. After all the Railway Board is an organisation where in the Railway Administration as such we have today a technical body for execution and co-ordination is a must and on the basis of that the Railway Board has been constituted, and it is functioning I should say to our entire satisfaction so far as the technical points are concerned.

Regarding the participation of workers and employees, this is a matter which in my opinion should be taken into consideration, and in future we hope a new approach could be made, though indications of that cannot be given at this stage.

SHRI AKBAR ALI KHAN : That is a policy matter.

SHRI PARIMAL GHOSH : Regarding the purchase of coal, as the hon. Member, Mr. Kalyan Roy, has mentioned, it is not a fact that we on our side offer any higher price to any colliery. After all the hon. Member should try to understand that we are one of

[Shri Parimal Ghosh]

the biggest consumers of coal, and it is in our own vital interest we should see that our purchase should be made at the competitive level as far as possible. It is a fact also that last year and the year before there has been a considerable increase in the price of coal. That is not because the Railway Board or the Railway Ministry wanted to give them a higher price. The matter has been referred to the Ministry of Mines and there has been a Committee set up for that purpose to examine the working of the collieries and also to find out whether there is any justification for any increase in the price of coal in the context of the Wage Board award. A Committee of the Secretaries was set up. They have gone into that matter. The Railways were also represented there and from the beginning at every stage the Railways from their side resisted any sort of price increase. But a recommendation was made for a price increase of Rs. 5 and the Railways had no other alternative but to accept that. Next year also a similar thing was mentioned and from the Ministry of Mines a consensus of price for the purchase of coal was arrived at and on the basis of that the coal price has been fixed.

श्री राजनारायण (उत्तर प्रदेश) : श्रीमन्, मैं एक बात जानना चाहता हूँ। गवर्नमेंट का एक सर्कुलर है और बाई चांस वह हमारे पास नहीं है, लेकिन हमारी फाइल में है जिस में यह लिखा है कि कोयला खान का जो मानिक बेज बोर्ड की रेकमेंडेशन को नहीं मानेगा उस का कोयला रेलवे नहीं लेगी। उस सर्कुलर के मुताबिक रेलवे विभाग काम कर रहा है या नहीं यह मैं जानना चाहता हूँ।

SHRI PARIMAL GHOSH : It is a fact that it is one of the terms and conditions of the tender that we have issued that only those tenders would be considered where the tenderer will give a categorical assurance...

SHRI KALYAN ROY : They are not producing the certificate from the Regional Labour Commissioner.

SHRI PARIMAL GHOSH : ... that they have implemented the Wage Board award within the specified time, and that is a part and parcel of the tender condition itself.

SHRI KALYAN ROY : You are purchasing coal from those mines which are not producing the certificate.

SHRI PARIMAL GHOSH : This is a point which has come up for the purchase of coal particularly this year. It was not a condition of purchase last year or the year before. So the question of violation does not arise because we have not opened tender and have not finally decided on coal purchase this year.

श्री राजनारायण : यह सर्कुलर कब इश्यू हुआ है? इस का इंडीमेशन पहले से भी है और उस का प्रयोग पहले से होना चाहिए। जिस समय से वह इश्यू हुआ है उस के बाद अगर बेज बोर्ड की रेकमेंडेशन को उन्होंने लागू नहीं किया तो वह गलत हुआ है।

SHRI PARIMAL GHOSH : This is a condition which has been imposed in the purchase of coal for this year and in the tender paper this point has been made specifically clear that the tender of those colliers would be considered who will produce a certificate that within a specified date they will implement the Wage Board award. It is only this year this has been done and so the question of violation does not arise.

SHRI KALYAN ROY : Are you going to increase the coal price now?

SHRI PARIMAL GHOSH : We have just issued the tender. The Tender Committee is going into the matter. So the question of increase or decrease of the coal price does not arise.

Regarding the question of the 19th strike, the hon. Members must be aware of the fact that there were only about 444 staff out of 89,990, who participated in the coal strike. Most of the cases are now pending in the court. As such the cases are now *sub judice*. I have already given an assurance in the other House that when the court cases are over, those cases will be further reviewed and those cases which are now under departmental consideration will further be considered and necessary action will be taken.

Some hon. Members have also mentioned about amenities and I owe a reply to them also. Regarding some amenities

at particular stations, many of the Members have mentioned about that question. I would like to say, according to the Convention Committee, we have allocated Rs. 4 crores per year for the amenities at the stations, for which a separate Committee is being constituted, and amenities of particular stations are being discussed with the members of that Committee and necessary actions will be taken within the allocated fund. Whatever points have been mentioned, certainly that Committee will take note of them and in a phased manner all these things will be implemented.

SHRI AKBAR ALI KHAN : Persons representing the regions are included in the Committee?

SHRI PARIMAL GHOSH : Yes, yes. The constitution of the Committee is on zonal basis.

SHRI KALYAN ROY : What about the underground fire?

SHRI PARIMAL GHOSH : I have issued notice that certain sections of my line are in danger. It is a legal duty on my side to intimate my client to whom we have given a siding that there is a danger to the line and as such the line could be dismantled at that point. Beyond that I have not given anything. This is an obligation on my part to intimate the people who have taken the siding.

SHRI KALYAN ROY : Will you allow the fire to expand?

SHRI PARIMAL GHOSH : It is not my business to allow it or to do anything. For that a separate Ministry is there. They are going into that. Naturally whatever is necessary, they will take note of that.

SHRI SHEEL BHADRA YAJEE : What about the survey from Giribam to Silchar in Manipur?

SHRI PARIMAL GHOSH : This is a point which I can assure the hon. Member I will try to consider sympathetically. And regarding the other points, I hope...

SHRI T. V. ANANDAN : What about the elimination of the thumb impression of the gangmen?

SHRI AKBAR ALI KHAN : It is a strange theory. If somebody wants to sign, they say, you cannot sign.

SHRI PARIMAL GHOSH : I do not know about that. But I fully agree that anybody who can sign, certainly he will be permitted to sign.

SHRI T. V. ANANDAN : Please issue that instruction.

SHRI PARIMAL GHOSH : If the order is not there and they are not doing it only because of the absence of the order, naturally the order will issue.

SHRI S. K. VAISHAMPAYEN : What about the traffic survey between Manmad and Mukhed? Will any interim survey be ordered?

SHRI PARIMAL GHOSH : There are so many aspects. We have taken up surveys for certain lines in which we find that there is some justification for taking them up. But the fact that we have taken up a survey does not necessarily mean that it would be taken up for construction because the new construction will depend on the normal allocation of funds.

SHRI G. BARBORA : What about divisionalisation in Assam?

SHRI PARIMAL GHOSH : The divisionalisation in Assam has begun now. We have made Lumding a full-fledged division, and Tinsukia a transportation division. One point in this respect I would like to say as to why we go in for divisionalisation. It is purely from an operational reason, it is purely from an administrative reason. It has nothing to do with so many thousands of miles falling in one particular State. It has got nothing to do even with the importance of that place. On the basis of that, the divisionalisation scheme has been thought of and given effect to.

About the many other points which the hon. Members have mentioned, certainly we will bear them in mind and within the limited resources available, we will try.

SHRI K. CHANDRASEKHARAN (Kerala) : What about the resumption of the through carriages from Cochin and Mangalore to New Delhi?

SHRI PARIMAL GHOSH : That is what I am considering.

SHRI K. CHANDRASEKHARAN : It has to be considered immediately.

SHRI KALYAN ROY : What about Rupnarayanpur ?

SHRI PARIMAL GHOSH : I will consider about it.

SHRI KESAVAN (THAZHAVA) : What about posting policemen in mufti at important stations so that they may know the difficulties of passengers and guide and help them ?

SHRI PARIMAL GHOSH : That we will do.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : 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 D. THENGARI) : 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 PARIMAL GHOSH : Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : 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,

1968, 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.

THE VICE-CHAIRMAN (SHRI D. THENGARI) : We shall not 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 PARIMAL GHOSH : Sir, I move :

"That the Bill be returned."

The question was put and the motion was adopted.

THE APPROPRIATION (NO. 4) BILL, 1969

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JAGANNATH PAHADIA) : Sir, I 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 1969-70, as passed by the Lok Sabha, be taken into consideration".

This Bill arises out of the Supplementary Demands for Grants of Rs. 13,60.37 lakhs voted by the Lok Sabha on the 25th August, 1969 and the expenditure of Rs. 2.04 lakhs charged on the Consolidated Fund of India as detailed in the Supplementary Demands statement laid before the House on the 11th August, 1969. As full explanations have already been given in that statement, I would confine myself to a few introductory remarks on some of the items for which additional provision is required.

The amounts included in this batch of Supplementary Demands represent the unavoidable minimum additional requirements which have arisen after the passing of the Budget for 1969-70. The total Supplementary Demands are for Rs. 13.62 crores of which Rs. 6.47