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"In accordance with the provisions of Rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose herewith the Iron Ore Mines and Manganese Ore Mines Labour Welfare Fund Bill, 1976, as passed by Lok Sabha at its sitting held on the 26th March, 1976."

SECRETARY-GENERAL: Sir, I lay a copy of each of the Bills on the Table.

THE TARIFF COMMISSION (REPEAL) BILL, 1976

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI V. P. SINGH): Sir, I beg to move for leave to introduce a Bill to repeal the Tariff Commission Act, 1951.

The question was put and the motion was adopted.

SHRI V. P. SINGH: Sir, I introduce the Bill.

THE MARRIAGE LAWS (AMENDMENT) BILL, 1976

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): Sir, I beg to move for leave to introduce a Bill further to amend the Hindu Marriage Act, 1955 and the Special Marriage Act, 1954.

The question was put and the motion was adopted.

SHRI H. R. GOKHALE: Sir, I introduce the Bill.

THE APPROPRIATION (RAILWAYS) No. 2 BILL, 1976

THE MINISTER OF RAILWAYS (SHRI KAMLAPATI TRIPATHI): Sir, I beg to move:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1976-77 for the purposes of Railways, as passed by the Lok Sabha, be taken into consideration."

The question was proposed.

SHRI SANAT KUMAR RAHA (West Bengal): Sir, today we are discussing the

Railway Appropriation Bills. For many years, perhaps a decade, we have been getting from the Railway Minister a surplus Budget of a very Marginal and formal nature. Though this Budget is a Budget of Rs. 8 crores surplus, really it is not a surplus Budget because the Railways are indebted to the General Revenues, the Reserve Fund and the Development Fund to the tune of Rs. 490 crores. When it is so, I think the time has not come for the Minister to declare it as a surplus Budget. But this Appropriation Bill should be considered along with the Budget. When we study the Railway Budget, we see that there is no hike in passenger fares and there is no increase in the freight rates. But some essential commodities have been touched which will not affect the common man. Thirdly, there is a crash programme for the recruitment of the Scheduled Castes, the Scheduled Tribes and the minorities. It is good that in his Budget Speech the Minister has said that the Railways are now taking serious steps to follow the principles laid down by the Government that the rights of the Scheduled Castes, the Scheduled Tribes and the minorities should be protected in all ways. My fourth point is that 1975-76 and the coming year 1976-77, these two years, will be very promising years for the Railways because there is the crash programme, there is the programme for giving some relief to the workers by linking up their provident fund deposits with insurance. There is also a determination on the part of the Railways to form shop-councils with representatives of the real trade unions, i.e., trade unions recognised by the Railways. All these will be seriously taken up. And there is also a proposal to establish an Indian Railway Construction Company. These five or six items should be taken as the significant features in this year's budget, which I welcome. But there is a liability. Sir, the Railway dividend for capital-at-charge is a liability of Rs. 200 crores a year. Secondly, the Railways have a social burden, which is really the burden of the Government because the Railways have to implement the policies of the Government. The social burden lies on the Railways because the Railways take money from the Government. Because the Government gives