

MR. SPEAKER : I had received 40 calling-attention-notice this morning.....

SHRI CHENGALRAYA NAIDU : This is a very urgent thing. The new Chief Minister is not able to form a Cabinet, and without facing the Assembly.....

MR. SPEAKER. He is also getting up just like Shri Nambiar.....

SHRI UMANATH (Pudukkottai) : The rule that is applicable to Shri Nambiar is also applicable to him.

MR. SPEAKER : It is applicable to him also cent per cent and not just 90 per cent.

SHRI CHENGALRAYA NAIDU : I had asked for your permission.....

MR. SPEAKER : I have followed him. I had received about 40 calling-attention-notice today. There was one regarding Madhya Pradesh also. But it is not possible to allow all of them.

After all, the Assembly is still there in Madhya Pradesh and perhaps is meeting the day after tomorrow. It is their business. Let us see what they do.

SHRI CHENGALRAYA NAIDU : Without facing the Assembly he is advising the Governor to dissolve the Assembly.

12.41 hrs.

ARREST AND CONVICTION OF MEMBER

(Shri J. H. Patel)

MR. SPEAKER : I have to inform the House that I have received the following two wireless messages dated the 17th March, 1969 from the Commissioner Police, Bangalore :

"In the exercise of my powers under Section 92 Clauses (O) and (R) of the Mysore Police Act, to direct that Shri J. H. Patel, Member, Lok Sabha, be arrested for obstructing traffic and behaving in a disorderly manner in public....."

SHRI MADHU LIMAYE (Monghyr) : He is a very orderly person.

MR. SPEAKER :

".....Shri J. H. Patel, Member, Lok Sabha, was accordingly arrested in front of Vidhan Soudha, Bangalore, this day at about 12.30 p.m. on the 17th March, 1969 along with 14 others and he is at present lodged in Qubbon Park, Police Station, Bangalore. He is being produced before the Additional First Class Magistrate, Civil Area, Bangalore."

"I have the honour to inform you further that Shri J. H. Patel, Member, Lok Sabha, was produced before the Additional First Class Magistrate, Civil Area, Bangalore, along with 14 others. He pleaded guilty to the charge....."

SHRI MADHU LIMAYE : Of disorderly behaviour ?

MR. SPEAKER :

".....He was convicted under section 92 (O) of the Mysore Police Act and sentenced to pay a fine of Rs. 15 in default to undergo simple imprisonment for a period of three days. He did not pay the fine amount and therefore was sent to Central Jail, Bangalore, to undergo the imprisonment."

श्री मधु लिमये : क्या माननीय सदस्य ने इसप्रकार की बिहेवियर की बदधमनी फैलाने की बात कुबूल की है ? मुझे इस के बारे में शक है ?

MR. SPEAKER : He has accepted it. What am I to do ?

SHRI HEM BARUA (Mangaldal) : Will you please find out from the magistrate concerned what the behaviour was ? Will you please find out what exactly the charges are ?

MR. SPEAKER : It was for disorderly behaviour and he has accepted the charge. I have received the information and I have given it to the House.

श्री मधु लिमये : नियमों में लिखा है कि उस का कारण बताना चाहिए, वना स्वाह-म-स्वाह प्रिविजेज मोशन देना पड़ेगा ।

MR. SPEAKER: कारण तो बताया है। We may not remember the section, but the magistrate has given the section. He has mentioned section 92 and so on.

SHRI MADHU LIMAYE : Merely mentioning the sections is not enough.

DEMANDS FOR GRANTS (RAILWAYS).
1969-70

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): With your permission, I beg to apprise the House of a slight amendment of the programme of new acquisitions of rollingstock printed on pages 417-418 of Part II of the Works, Machinery and Rolling Stock Programmes of Railways for 1969-70, which was circulated as part of the Budget documents.

On these pages, mention is made of 2340 bogie open wagons, 20 four-wheeler military open wagons and 92 four-wheeler brake vans for the broad gauge and 1104 bogie covered wagons for the metre gauge. It has subsequently been proposed to order some bogie covered wagons of the CR or 'BCX, type for the broad gauge.

I do not at this stage propose to ask for some more funds for these wagons but to find amounts required by reappropriation. I am bringing this to the attention of the House because of the Public Accounts Committee's recommendation that any item which has not been included in the in the programme placed before Parliament and is expected to cost Rs. 25 lakhs or more, should be specifically brought to the notice of Parliament as a 'new service'. ordinary course, I should have come up with a token Demand for this particular item, but as this Demand is still under discussion I am taking this opportunity of bringing this matter to the attention of the House.

MR. SPEAKER : The House will now take up further discussion and voting on the Demands for Grants relating to the Railways.

Shri Deven Sen may now continue his speech.

श्री देवेन सेन (भासनसोल) : अध्यक्ष महोदय, कल मैं कह रहा था कि रेलवेज में हमारा कुल 3634 करोड़ रुपये का इनवेस्टमेंट हुआ और इतने बड़े पैमाने पर इनवेस्टमेंट बाकी सार्वजनिक क्षेत्र में सब मिला कर भी नहीं हुआ है। बाकी सार्वजनिक क्षेत्र में सब मिला कर इनवेस्टमेंट हुआ है लगभग 3500 करोड़ रुपये का, जब कि सिर्फ रेलवेज में 3634 करोड़ रुपये का इनवेस्टमेंट हुआ है।

इस रेलवेज की शुरूआत ब्रिटिश जमाने में हुई थी और ब्रिटिश जमाने में रेलवेज को किसी एक बरस भी घाटा नहीं होता था, जब कि आज उस को घाटा हो रहा है। ब्रिटिश जमाने में रेलवेज की तरफ से साधारण राजस्व को मदद दी जाती थी, जब कि आज रेलवेज साधारण राजस्व से 45 करोड़ रुपये का कर्ज ले चुका है। रेलवेज की इस वित्तीय स्थिति के ये तीन कारण मैं देखता हूँ : (1) परिचालन (परफॉर्मंस) में अकुशलता, (2) आवश्यकता से ज्यादा अनुमान (एस्टीमेट) करना, एस्टीमेट को इनफ्लेट करना, और (3) गम्भीरता का अभाव।

मैं इन चांजिज की पुटि पब्लिक एकाउंट्स कमेटी की रिपोर्ट और ब्राडिट रिपोर्ट में से उद्धृत कर के कराना चाहता हूँ। पब्लिक एकाउंट्स कमेटी की 1968-69 की रिपोर्ट के पन्ना 17 पर कहा गया है :

"The Committee cannot resist the impression that the Railways persistently over-estimate traffic requirements while planning for rail capacity"

इसके बाद यह कहा गया है :

"The Committee would like the Planning Commission and Government to ensure that while drawing up the"

'Fourth Plan, planning for rail capacity is done on a more realistic basis and the persistent tendency to over-estimate traffic requirements and push up investment is firmly curbed"

रेलवेज में फ़िज़ल इनवेस्टमेंट किया जा