

MR. DEPUTY-SPEAKER : Now, the question is :

"That the Bill, as amended, be passed."

The motion was adopted.

15.29 hrs.

DEMANDS* FOR GRANTS (RAILWAYS), 1972-73

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1972-73 for which 5 hours have been allotted.

There is a large number of cut motions to the Demands for Grants. Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND No. 1 : RAILWAY BOARD

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,23,89,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Railway Board'."

DEMAND No. 2 : MISCELLANEOUS EXPENDITURE.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 5,41,46,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3 : PAYMENTS TO WORKED LINES AND OTHERS.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,82,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March 1973, in respect of 'Payments to Worked Lines and Others'."

DEMAND No. 4 : WORKING EXPENSES— ADMINISTRATION.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 67,20,34,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Administration'."

DEMAND No. 5 : WORKING EXPENSES— REPAIRS AND MAINTENANCE.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 232,19,19,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Repairs and Maintenance'."

DEMAND No. 6—WORKING EXPENSES OPERATING STAFF.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 143,57,23,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operating Staff'."

* Moved with the recommendation of the President.

**DEMAND NO. 7—WORKING EXPENSES—
OPERATION (FUEL).**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 129,58,81,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operation (Fuel).'"

**DEMAND NO. 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF
AND FUEL**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 37,89,69,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operation other than Staff and Fuel.'"

**DEMAND NO. 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 23,94,67,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Miscellaneous Expenses.'"

**DEMAND NO. 10—WORKING EXPENSES—
STAFF WELFARE**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 21,99,94,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the

31st day of March, 1973, in respect of 'Working Expenses-Staff Welfare'."

**DEMAND NO. 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND.**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 82,50,00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Appropriation to Depreciation Reserve Fund'."

**DEMAND NO. 11 A—WORKING EXPENSES—
APPROPRIATION TO PENSION FUND**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 12,00,00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Appropriation to Pension Fund'."

**DEMAND NO. 12—DIVIDEND TO
GENERAL REVENUES**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 155,15,39,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Dividend to General Revenues'."

**DEMAND NO. 13—OPEN LINE
WORKS (REVENUE)**

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 5,25,27,000 be granted to the President

to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Open Line Works (Revenue)."

DEMAND NO. 14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 28,28,91,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Construction of New Lines Capital and Depreciation Reserve Fund'."

DEMAND NO. 15—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 489,14,56,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Open Line Works—Capital Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—PENSIONARY CHARGES—PENSION FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 7,57,89,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 4,19,02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Repayment of Loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 20,50,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1973 in respect of 'Appropriation to Development Fund'."

DEMAND NO. 19—APPROPRIATION TO REVENUE RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 12,03,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND NO. 20—PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 12,33,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Payments towards Amortisation of over Capitalisation, Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

SHRI JYOTIRMOY BOSU (Diamond Harbour): Mr. Deputy-Speaker, Sir, I expected to find the full-fledged Railway Minister to be present here. It is a very rare annual occasion. He is a good friend of ours. We would like to see a littering *turban*, a Mysorean *turban* here.

15-31 hrs.

[**SHRI K. N. TIWARY** in the Chair.]

Sir, the Railways, as has been pointed out repeatedly, is under the grip of an octopus of over-capitalisation. It is not a thing that I understand. This Government has been able to understand. I do not know how it could be rubbed into their head that their Railways are under the grip of an octopus of over-capitalisation.

I will give an example of capital at charge. In 1950-51, it was to the tune of Rs. 900 crores and, after 20 years, in 1970-71, it amounts to Rs. 3218.77 crores. So, you understand the magnitude of over-capitalisation.

About officering the Railways, my information is—you can dispute it—that in 1960-61, the number of Class I Officers was 1067 and, in 1970-71, it has jumped up to 7,601. In the case of Class III officers, in 1960-61, the number was 4,58,000 and, in 1970-71 it has risen to only 5,54,000.

As regards your staff expenditure, as to how you are exploiting your subordinate workers, your employees, in the Indian railways, I will give you an example. In the U. K. 54 per cent of the total revenues of railways are spent on the people who work for them; in Japan it is 59 per cent; in India it is only 50 per cent. No doubt, your accidents have increased. In 1970-71, you had 777 accidents, and this year in 11 months alone, you have already crossed 804. If you talk about passenger amenities, it is the lowest for the unfortunate eastern zone which embraces Bihar, West Bengal and certain other areas. For the Western Railway, for the current year, it is about Rs. 34 lakhs; for Southern Railway it is Rs. 36, 15, 000; for the Central Railway it is Rs. 51, 54, 000; for the Northern Railway it is Rs. 49, 59, 000. For Eastern Railway it is Rs.

28,81,000. But for the Railway Board it is Rs. 95,41,000. What is it that you want to provide—a swimming pool for the executives and the Ministers in their rooms?

In the Eastern Railway there had been no major works excepting Farakka. That is quite a different issue. Your performance, Mr. Qureshi, has been nothing. We have been trying desperately to see that the running of the suburban trains, particularly in the Sealdah Division, comes to an acceptable pattern, standard. Now the Sealdah Division is known more for cancellations than for running. (Interruption) If you see the Sealdah Division, you will know the miseries that the railways are constantly offering to the passengers. They collect money in advance for three months in the case of 3-monthly tickets and one month in the case of monthly tickets and enter into a contract, but they go on breaching the contract every day. The poor, helpless passengers suffer so much. It is nothing but a total failure on the part of the Indian Railway. They have made a mess of the whole railway system because of their political outlook, their class character and lack of talent, merit and managerial efficiency. This is the largest public sector unit which involves about Rs. 4,000 crores. But it is a great pity, Mr. Qureshi.

Talking of small comforts for commuters—Martin Light Rlys. to Howrah Station we have been begging of them to help the 40,000 travellers to travel at a low cost to enable them to go to their place of work. You cannot provide them fresh employment. Your Government has totally failed to provide employment. Now you want to deprive them of going out and making their own efforts to earn their livelihood. That is the Indian Railways today. In West Bengal, how it has been neglected, I will quote from this book published by the Bengal Chamber of Commerce and Industry: It says about North Bengal:

"All these significant improvements and additions notwithstanding, West Bengal's transport networks suffer from a number of structural deficiencies viewed in the perspective of the present needs."

"The railways, originally designed and constructed primarily to serve the needs of foreign trade, are not yet fully geared

to fulfil the demands of a broadbased and regionally balanced economic growth. They even fall short of the requirements of the defence needs in the current contexts. It is estimated that about 25 per cent of the total area of the State lies more than 10 miles away from the nearest railway track. Further, large areas, comprising the sub-division of Ghatal and Contai in the district of Midnapore, Arambagh in the district of Hooghly, Balurghat in the district of West Dinajpur, and Toofanganj and Mathabhanga in the district of Cooch Behar are untouched by railways.

"Even after the laying down of the broad gauge line and construction of the Farakka link, railway connection between south and north zones of the State will continue to remain somewhat tenuous, viewed in terms of the great strategic importance of North Bengal."

Railway have not served my region at least, and I am sorry. This is what is happening. They have created an artificial scarcity of wagons. It has started from the Railway Board level, being spearheaded by the Director in charge of allocation of works. There are serious charges of corruption and mismanagement in this matter.

I have got a note where they say :—

"that the allotment of non-sponsored 'DH' class Hard coke was given by the Railway authorities all along for the last many years upto the full siding capacity each Hard coke producing colliery."

"that quota system was introduced for each Hard coke producing colliery by the Coal Controller, Calcutta, and the Joint Director Trans. (Coal), Railway Board, Calcutta, for shortage of wagons with effect from September, 1970."

"that we reconciled with the quota system introduced even though we were put to financial difficulties and we were given allotments on non-sponsored DH class Hard coke of all types all along till 28-4-1972 as per the quota sanctioned;"

"That suddenly from 29.4.1972, non-sponsored 'DH' class allotments for Bee-Hive Hard coke were stopped by the Railway Board without giving us any previous intimation or notice whereas allotments for non-sponsored DH class B. P. (by product) Hard coke are being given by the Railway authorities till date and not stopped..."

I can give this note to Shri Qureshi. It is a very serious allegation. There are charges of corruption. As a result colliery workers have been laid off, and specially in Jharia, Raniganj and Asansol area, the crisis is very very severe. The entire industry in the region is suffering for lack of wagons, for supply of raw materials, for supply of coal.

I say again that there are serious charges of corruption. The bribe, I repeat, bribe, is between Rs. 5,000 and Rs. 25,000; 60 wagons you can have at any time during the day if you are willing to dish out a certain amount of money. There, the market value fluctuates between Rs. 5,000 and Rs. 25,000. All these wagons are mostly used for carrying coal to Haryana and Gujarat areas where the coal is being sold at a very much higher price in black market. I am sure, Mr. Qureshi is aware of the fact that the coal produced in Jharia, Asansol and Raniganj specially Raniganj and Asansol, are carried by motor transport to places near to Calcutta—120 miles to Serampore and other places from where wagons are given. This is all done there with the higher-ups hand in glove with the dealers. Therefore, this is happening. The railways are in doldrums. Corruption is seething. At Howrah there is one chap, the Head Ticket Collector* who with the support of the Divisional Officers was running a racket along with money-collecting agents. The Eastern Railway Ticket-Checking Staff Association made a very good effort, and the gang became defunct. This effort resulted in an increase in Howrah Station alone...

MR. CHAIRMAN : Mr. Jyotirmoy Bosu, you are aware that you have named a person. He is not present in this house to defend himself. So, I think, you will not feel unhappy if I do not allow that to go on record...

* Not recorded.

SHRI JYOTIRMOY BOSU : The Minister is here to defend him.

MR. CHAIRMAN : This is not proper. I have been maintaining that the person who is not here present in the House to defend himself should not be named. So, I will not allow that name to go on record...

SHRI JYOTIRMOY BOSU : I shall abide by what you say.

MR. CHAIRMAN : The name will not go on record.

SHRI MUHAMMAD KHUDA BUKSH (Murshidabad) : This House should not be used as a forum for character assassination.

MR. CHAIRMAN : If there is anything, the member is quite at liberty to mention - if there is anything fishy. But he should not name the person. I have not allowed mentioning the name of persons who are not here to defend themselves. Mr. Bosu may continue his speech.

SHRI JYOTIRMOY BOSU : I want to make a submission in this connection. I shall abide by what you say.

SHRI P. K. DEO (Kalahandi) : In this regard I would like to submit that expunctions from the records is very rarely done. I have been here since the Second Lok Sabha and I know that on very rare occasions only the Chair intervenes and remarks have been expunged, but it has become a regular feature in this Lok Sabha. I don't know why. There is freedom of speech and if there is something wrong, that should be corrected or the Chair may pull him up. Why expunge it from the record?

MR. CHAIRMAN : I think you will agree that in this Lok Sabha at any time when the name of a person was mentioned and it is not in accordance with the Rules, sitting here in the Chair, suppose you are not a member of this House or I am not a Member of the House, if any charge is brought against me, do you think it should be allowed.

SHRI P. K. DEO : It is wrong.

MR. CHAIRMAN : It is. When the hon. Member mentioned by name...

SHRI P. K. DEO : I quite appreciate that it is wrong and he should be pulled up. But it should not be expunged. Expunction every day, day in and day out.

MR. CHAIRMAN : What is the use of my pulling up the Member when the thing goes on record.

SHRI P. K. DEO : It is for the posterity to judge how we function.

SHRI A. P. SHARMA (Buxar) : Especially mentioning the names of Government servants, small or big, who have no opportunity to defend themselves here, on the floor of the House, is not proper.

DR. KAILAS (Bombay South) : In the previous Lok Sabhas these things were never done.

SHRI JYOTIRMOY BOSU : The reporters will only take down what you allow, but my protest should be recorded. I am making a serious allegation and the Minister is here to defend him... (Interruptions) When the Minister's turn comes, he can rebut my charges and set the record correct.

In Howrah station alone because of the efforts put in by this group of young men of the Eastern Railway ticket-checking staff, the increase in revenue has gone up to the extent of Rs. 4,40,000 in ten months time. What is the reward that has been given? These four persons were transferred without being given the joining time outside the State. The order is dated 17th March 1972. Then, why the members of the Chhatra Parishad are being allowed to do the ticket-checking work? I have no objection if some unemployed boys are given employment. Under what rules and authority are they allowed? Have they been given sufficient training to handle the finances of the Indian Railways as required by the Indian Railways Act and the Rules framed thereunder?

There are serious charges of corruption against the three Divisional Superintendents. One is in Howrah and then the other two are the Line DS and the Special DS.

Let the Minister verify and let the House know. They are involved in some corruption cases and they have been allowed to remain in this position for too long a period. One person was transferred but he got that order cancelled. Why are the revenues of the railways going down the drain?

There is serious repression let loose. Victimisation has been effected in the Chittaranjan Locomotive Works. The office-bearers of the Chittaranjan Locomotive Works Labour Union have been ordered intra-Railway transfers. They have been transferred to various places in the Central, Western and Southern Railways.

Sir, you will appreciate that a man named Dalip Bose, who has been in Burdwan jail on 14-2-1972 has been transferred and the transfer orders have been served on him in Burdwan Jail. The Railway Board through Wireless issued instructions to the General Manager, Chittaranjan Locomotive Works for this transfer. The transfers are made not by name but the positions they hold in the unions of the above factory. One person is in jail and the other three are sick and the orders of those were exhibited in notice board. These officials have been ordered to vacate immediately even the railway quarters that they have been given. Sir, the chances of transfers of the officials in other railways are not usual since Chittaranjan Locomotive is a separate unit. The conditions of work etc., are completely separate. Separate General Manager is there. Even some of them were specially trained for particular operation and work, for producing electric loco steel foundry, etc., which are not available in the other places of the railways. These transfers during the middle of the year will cause irreparable loss to their children and other family members besides financial losses. Previously an order was issued by the Railway Board that no transfer will be made and also an assurance was given, but it has been violated again. The Railway Minister was kind enough last year to intervene and to put off the transfers. Now these are being enforced. On 20th April, 1972 these were served. When these orders were served,

there was heavy police arrangement. We do not understand why you require police men when the transfer orders are served. I would request the Hon'ble Minister to look into the matter of Chittaranjan Locomotive Works because you cannot compel a man to come to the office at an appointed hour, you can compel him to go out at an appointed hour, you can even compel him to go through certain muscular motions, but you cannot compel him to put his heart into the work. If you want this Indian railway which is the largest public sector enterprise, which is in real doldrums today, if you want that their condition should be improved, people's money should be secured, you must have full co-operation from the people who are really making the wheels move.

SHIRI Y. ESWARA REDDY (Cuddapah):
I beg to move:

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to open the office of Madras Vijayawada Electrification project at Vijayawada thus denying opportunities for promotion and recruitment to the employees in Andhra Pradesh (22)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper proportion between the promotees and apprentices in the matter of promotion as drivers in Vijayawada Division of S. C. Railway (23)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper seniority of works Ministries and A.I.O.s resulting in retrenchment of seniors and continuation of juniors in the Engineering Department on several railways (24)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper seniority of firemen in S. C. Railway resulting in juniors being trained and promoted as drivers (25)].

[Sbri Y. Eswara Reddy]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to condone the break-in-service imposed on workers of Diesel Loco Shed, Guntakal for the strike on 2nd and 3rd April, 1971 (26)].

That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to condone break-in-service imposed on the workers of Diesel Loco Shed, Gooty for striking work on 27.2.1971 (27)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Delay in taking up the work of extending the railway line from Macherla to Secunderabad on S.C. Railway (28)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Delay in payment of project allowance to the railway workers in Baster and Koraput Districts in the S.E. Railway (29)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to transfer the Guntakal Division of S. Railway to S. C. Railway and make consequential adjustments (30)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend the Raichur Ranigunta passenger train to Tirupati for the convenience of pilgrims (31)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to pay project allowance to the railway workers of Barauni and Garhara on N.E. Railway (32)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to bring about a single United Trade Union Organisation on the Railways in place of the present 105 organisations functioning in the Railways (33)].

SHRI RAMAVATAR SHASTRI (Patna):
I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in checking corruption, pilferages and thefts in Railways (34)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in changing the bureaucratic functioning of the Railway Board (35)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in abolishing Railway Board (36)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in doing away with top-heavy administration (37)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to prevent infructuous expenditure (38)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to separate with the various Railway Workers Unions (39)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to remove the lack of cleanliness, light and drinking water in trains (40)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Faulty system of fixing grades and effecting transfer of employees (41)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Need to reject the proposal of increasing the rates of seasonal railway tickets (42)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Lack of facilities for third class passengers (43)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to make permanent the casual labourers working in railways (44)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to absorb substitute labourers working in Railways (45)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to grant recognition to the various Railways Workers' Unions (46)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take over by Government the railway run by M/s. Martin Burn Ltd. (47)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to convert metre gauge lines into broad gauge lines (48)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to formulate a scheme for proper development of railways in the country (49)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to recruit persons from Bihar for the Divisional Office of North Frontier Railway at Katihar (50)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to run cent per cent canteens on departmental basis in Railways (51)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to run trains punctually in Eastern, South Eastern, North East Frontier and North Eastern Railways (52)].

SHRI SURENDRA MOHANTY (Kendrapara) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shifting of the Headquarters of S. E. railway to Orissa (64)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in withdrawing the break-in-service orders against more than five thousand railway employees at Barauni-Garhara for participating in the 33 days strike (65)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in withdrawing the court cases launched against more than three hundred railway workers and their leaders for participating in the 33 day peaceful strike in the year 1971 for the grant of project allowance (66)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting project allowance to the railway employees working at Barauni-Garhara and other places within 20 kilometres of the Barauni Project (67)].

[Shri Ramavatar Shastri]

"That the Demand under the Head Railway Board be reduced by Rs 100

[Failure in withdrawing the suspension orders passed against 56 railway employees and their leaders at Baraun-Garhara for participating in the 33 day strike in the year 1971 for the grant of Project allowance (68)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to recognise Indian Railway Loco Mechanical Staff Association (69)]

That the Demand under the Head Railway Board be reduced by Rs 100

[Failure to recognise All-India Railway Ministerial Staff Association (70)]

" That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to recognise All-India Railway Employees Confederation (71)]

" That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to recognise All India Station Masters' Association (72)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to withdraw the suspension orders passed against 11 railway employees and their leaders of Dhanbad (73)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to withdraw the victimisation orders against the railway employees at Jamshedpur, Chakradharpur, Kusunda and other places (74)]

"That the Demand under the Head Railway Board be reduced by Rs, 100 "

[Need for abolition of the present contract system for loading and unloading of goods and parcels and provision of regular employment for that work (75)]

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Need for abolition of the contract system of work in railways and performance of maintenance work and construction work departmentally (76)]

" That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need for fair and impartial procedures for appointment of class IV staff so as to stop the employment of bad recruits as at present (77)]

That the Demand under the Head Railway Board be reduced by Rs 100

[Need for definite and fair policy of transfer and promotion and brushing aside all stop gap promotions resulting from favouritism and corruption (78)]

" That the Demand under the Head Railway Board be reduced by Rs 100."

[Need to take exemplary, disciplinary action, the least being dismissal from service, against corrupt employees and officials (79)]

"That the Demand under the Head Railway Board be reduced by Rs, 100 "

[Need for effective machinery to educate the railway staff about their rights and privileges as well as their duties (80)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the N. E. Railway Mazdoor Sabha (81)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide quarters to all railway employees (82)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run direct passenger train or shuttle train from Barauni to Moghalsarai (83)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a train on Patna-Gaya line of E.R. halting at all stations and arriving at Patna at 6 A.M. (84)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct new railway lines in backward areas (85)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant travel concessions to the members of the All India University Teachers Association (86)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply coal to railway as provided under the rules (87)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Pilferage and wastage of coal on Railways (88)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give adequate compensation to employees and others involved in railway accidents (89)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to fix 8 hours duty for all categories of staff on the Indian railways (90)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to open a Railway High School at Samastipur in N. E. Railway (91)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Irregularities in the payment of pensions (92)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to build a waiting room for class I at Taregna station on Patna-Gaya line of the E. Railway (93)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check Pilferage of brass from Jamalpur Railway workshop (94)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Connivance of railway officers in the thefts committed in Jamalpur Railway Workshop (95)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to enter into collective bargaining with the unrecognised unions also (96)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Carriage and Wagon Staff Council (97)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Attaching obsolete engines with passenger trains on the Eastern Railway particularly in Danapur Division (98)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need to take coal only from N C D C. for the railways instead of taking it from private mine-owners (99)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to democratise railway management and administration with the participation of elected representatives of employees (100)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in constructing a pucca over-bridge at Meethapur in Patna (101)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Need to set up the office of the Railway Service Commission in Patna or Danapur (102)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in changing the name of the Patna Junction station on the Eastern Railway to Patiliputra (103)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in changing the name of Patna City Station to Patna Saheb (104)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Anti-labour policy of the Railway Board (105)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fulfil the ten point programmes launched by the former Railway Minister, Shri Nanda (106)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking widespread corruption prevalent in railways (107)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in adopting secret voting system, for granting recognition to the Unions (108)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in introducing one union system in the Railways (109)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to cooperate with the Railway Employees Co-ordination Committee, Dhanbad in checking corruption and wasteful expenditure in the Railways (110)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in reducing the salaries of high officials of the Indian Railways (111)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to declare the employees, who have been working as temporary hands for a long time as permanent (112)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of adequate medicines and other medical facilities for class III and class IV railway employees (113)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Unsatisfactory functioning of the Railway Board (114)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Corrupt practices encouraged by the Railway Board (115)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check thefts, pilferage and wagon-breaking in the railways (116)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in introducing 48 hours' work in a week with a weekly holiday (117)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reduce the rent of railway retiring rooms (118)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to restore the facilities of passes and P. T. Os. to the victimised workers at Barauni-Garhara and Dhanbad (119)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant medical facilities to the casual and substitute railway employees (120)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in treating checking staff as running staff (121)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to absorb the employees of the closed Light Railways in different parts of the country (122)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Over recruitment of class I Officers in the General Management, Civil Engineering, Mechanical, Traffic, Electrical, Signal and Communication Departments (123)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to nationalise Arrah-Sahasram and Futwah-Islampur Light Railways (124)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide the railway staff with adequate quarters with amenities of water, light, fans and lavatories (125)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to abolish contract system in coal and ash handling railways (126)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in declaring as permanent all workers who are working in coal handling under the contractors for 5 to 20 years (127)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in fixing 8 hours duty for the running staff on the Indian Railways (128)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish contract labour system (129)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Misuse of class IV staff by railway officers for performing domestic duties in their residences (130)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Collusion of Railway Protection Force with wagon breakers (131)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Connivance of high officials in wagon breaking and theft of the railway properties (132)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check wagon-breaking in broad day light at Barauni, Garhara, Jamalpur Dhanbad, Phulwari Sharif and Neora (133)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in abolishing saloon facilities for the Railway Board officials (134)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to establish D. S. Office at Sonpur in N. E. railway (135)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an over-bridge at Thana Bihpur Station in N. E. Railway (136)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to concede to the just demands of the coach attendants of Indian Railways (137)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish the arrangement of employing caterers on the basis of commission in the dining cars and restaurants (138)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement the Administrative Reforms Commission's Report regarding the Indian Railways (139)].

"That the Demand under the Head Railway Board be reduced Rs. 100."

[Need to withdraw Railway Protection Force staff from all goods sheds and to provide chowkidars in their places (140)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise All-India Train Examiners' Welfare Committee (141)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide Sealdah coaching maintenance yard (new stock siding) with proper Lighting arrangements and water supply between 12 hours and 15.30 hours during which period water supply remains suspended during the last 20 months and for which Upper India Express and other trains suffer (142)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide Sealdah with required number of coaches for which no overlapping 17 UP/18 DN and 14 DN/13 UP are available there resulting in Down/UP working of coaches for which proper maintenance affects. (143)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Giving pay to some junior train examiners appointed on 1-4-66 or after in grade of Rs. 205-280 in terms of Railway Boards letter No. E (NG)/1-69-P. M.-1-130 dated 2-7-70 whereas denying the same rate of pay to senior train examiners who are paid from 2-7-70 only (144)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Serious neglect on the part of Railway Board in payment of arrear of house rent allowance to the Inspectors, wagon production and other railway staff posted at M/S. Indian Standard Wagon Co., Burnpur, Asansol during the period 1964 and 1965 (145)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Stoppage of work in the Jamalpur quarry due to shortage of wagons and thus creating problem of unemployment. (146)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to post a man at the enquiry counter at Jamalpur station (147)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop corrupt practices in allotment of railway wagons. (148)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Discriminatory treatment meted out to the train examiners grade D (Rs. 180-240) in Indian Railways appointed on 2-4-66 or after in the matter of upgrading their posts as those train examiners appointed or promoted on 1-4-66 or before as both the groups perform same duty with same responsibility (149)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Injustice done to the train examiners of Indian Railways in denying arrear wages of their promoted pay scale of Rs. 205-280 for the period from 1-4-66 to 1-7-70 though the arrear has been paid to the junior entrants in the same grade (150)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise All-India Signal and Telecommunication Staff Association (151)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Withdrawal of CRP from the Jamalpur workshop who were playing useful role in checking thefts, wagon breaking etc (152)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in creating Divisional Headquarters at Jamalpur in spite of the promises made (153)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay double railway track from Kiul to Calcutta via Farraka (154)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement decided policies by the administration (155)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Failure to implement the recommendations of Shankar Saran Tribunal with regard to upgradation of posts of mechanical staff in loco sheds. (156)].

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to implement recommendations of the Accident Enquiry Committee with regard to upgradation of 25 per cent posts of mechanical staff working in loco sheds to avoid accidents (157)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to promote class IV staff to class III after rendering more than 5 years service all over Indian Railways as recommended by Class IV Promotion Committee (158)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to absorb the loco supervisors from steam side to diesel side due to dieselisation (159)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Ignoring promotion of senior supervisors of steam locos to diesel side and stopping promotion of junior supervisors of diesel side. (160)].

[Shri Ramavatar Shastri]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Maintenance of combined seniority of diesel and steam supervisors as in case of loco running staff as decided by the Railway Board (161)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply necessary material to loco staff for repair of engines in loco sheds. (162)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply uniforms to loco mechanical staff (163)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to replace out-dated tools and plants by modern ones in loco sheds (164)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide supervisory and other staff according to the yard-stick in loco sheds which also needs to be revised (165)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give overtime allowance after prescribed duty hours in accordance with the recommendations of Rajyadhaksha Award (166)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement Factories Act in loco sheds (167)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to keep leave reserve for the Stenographers in the Divisional Office of the Northern Railway, New Delhi (168)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in treating stenographers as essential staff for allotment of houses (169)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing railway quarters to the staff working in railway offices in Delhi prior to July, 1947 (170)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping victimisation of trade union workers in Madurai Division of the Southern Railway (171)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop inter-divisional transfer of the employees from the Madurai Division in S. Railway (172)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Anti-labour policy pursued in the Madurai Division in the S. Railway (173)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel all transfer orders of the railway trade union leaders in the Madurai Division of the Southern Railway (174)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Violation of safety rules by senior subordinates and the officers of the Danapur Division of the Eastern Railway (175)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in distributing railway lands to the landless and agricultural workers (176)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to distribute railway lands to the gangmen and not to their heads as suggested by the Railway Minister (177)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking overcrowding in trains (178)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to publish the recommendations of Third Pay Commission for railway workers by June this year (179)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to Northern Railway Workers' Union (180)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to N. E. Railway Mazdoor Union (181)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to Indian Railway Checking Staff Association (182)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to All India Guards Council (183)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to All India Running Staff Association (184)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to cooperate with Dhanbad Railway workers Liaison Committee in checking corruption (185)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to upgrade the Railway High School at Danapur (Khagaul) station of Eastern Railway to a college (186)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to make arrangements for the drainage of water accumulated during rainy days in the Danapur (Khagaul) railway colony of Eastern Railway (187)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the amount of grant being given to Khagaul (Danapur) municipality by the railways (188)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to convert the Patna-Gaya line of Eastern Railway into a double line (189)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of water, light and cleanliness in all the trains running on Patna-Gaya line of Eastern Railway (190)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide sheds and drinking water at Parsa, Pothahi, Nadwan, Nadaul stations on Patna-Gaya line of Eastern Railway (191)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on both sides of Gulzarbagh station of Eastern Railway (192)].

[Shri Ramavatar Shashtri]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Neora station of Eastern Railway (193)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a wooden over-bridge at Neora station of Eastern Railway (194)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a building for the parcel office at Neora station of Eastern Railway (195)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to widen the existing over-bridge at Danapur station of Eastern Railway (196)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a Retiring Room at the Danapur station of Eastern Railway (197)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on both sides of the Taregana station on Patna-Gaya line of Eastern Railway (198)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to install a drinking water pipe in Taregana station on Patna-Gaya line (Eastern Railway) (199)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Failure to check ticketless travelling on Patna-Gaya line on Eastern Railway (200)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line from Bihta station of Eastern Railway up to Jahanabad via Bikram-Paligang-Arwal (201)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need to construct a new railway line up to Rajgir from Jahanabad station of Eastern Railway via Akaugar Sarai (202)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line along with the canal up to Dehri-on-Sone from Danapur station of Eastern Railway (203)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay a new railway line between Rajgir and Gaya on the Eastern Railway (204)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Banka-ghat station on the Eastern Railway (205)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Phulwari Shariff railway station on the Eastern Railway (206)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce electrification from Mughal Sarai to Asansol on the Eastern Railway (207)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay city and house rent allowances to the railway employees working and residing in Danapur (Khagaul) on the Eastern Railway (208)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide employment to the substitute railway workers of Danapur Division of Eastern Railway (209)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to open a booking office on the southern side of Patna Junction station for the convenience of the residents of Patna South area (210)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a wooden over-bridge at Patna Junction station on the eastern side of the station (211)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a shed at the station near Patna R. M. S. (212)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on those platforms of Patna Junction station from where trains leave for Gaya, Ranchi (213)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to clear slums at the Patna Junction station (214)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for passenger trains at Rajender Nagar station of Patna (215)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a fast train from Delhi to Samastipur (216)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a fast day-train from Jamshedpur to Samastipur (217)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a direct train from Patna to Dhanbad (218)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a fast day-train from Patna to Ranchi and back (219)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for the Ranchi Express at Taregna station (220)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for the South Bihar Express at Patna city station (221)].

SHRI P. M. MEH TA (Bhawnagar) ; I beg to move .

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have one class in the Railways (222)].

"That the Demand under the Head Railways Board be reduced by Rs. 100."

[Need to remove air-conditioned class in Railways (223)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give full protection to passenger trains and goods trains (224)].

[Shri P. M. Mehta]

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a new Bhavnagar-Tarapur broad gauge line (225)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop the over-crowding in trains (226)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a separate permanent Tribunal for redressal of grievances of the railway employees (227)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay adequate bonus from the surplus of revenue to Railway employees (228)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide sufficient Rail Wagons for movement of commodities like coal, salt and other essential commodities (229)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to improve the condition of third class compartments (230)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give awards to the Railway engine drivers who avert the accidents (231)].

DR. LAXMINARAIN PANDEYA
(Mandsaur) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to enlarge the small sheds constructed for passenger at Jaora and Mandsaur railway stations (232)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check the increasing mismanagement in Railways (233)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run a shuttle train between Neemuch-Mandsaur-Ratlam (234)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run a mail train between Ajmer-Khandwa (235)].

SHRI JAGADISH BHATTACHARYYA
(Ghatal) : I beg to move :

"That Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100".

[Failure to introduce local trains from Burdwan to Durgapur and Durgapur to Burdwan (237)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to introduce local train from Asansol to Durgapur (238)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a fly-over at Chota Pathar railway crossing on Eastern Railway (239)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to repair and properly maintain railway tunnels at Dhalkagat-Baluatala at Asansol (240)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct adequate quarters for employees at Asansol and Ondal (241)].

"That the demand under the Head Miscellaneous expenditure be reduced by Rs. 100".

[Failure to supply adequate drinking water to railway employees' quarters at Asansol (242)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to provide electric trains between Kharagpur and Adra (243)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to provide express train between Howrah and Gomoh *via* Adra (244)].

SHRI R. P. DAS (Krishnagar) : I beg to move.

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Electrification beyond Krishnagar city to Lalgola of Lalgola-Ranaghat Section of Eastern Railway (245)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs, 100."

[Failure to introduce Ranaghat-Lalgola passenger train withdrawn during war between Bangladesh and Pakistan (246)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to introduce new local train between Krishnagar and Lalgola, Eastern Railway (247)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100".

[Failure to construct an over-bridge at Bethuadahari railway station, Eastern Railway (248)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a new broad gauge line from Krishnagar city to Shikarpur in Nadia district in Sealdah division (249)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a broad gauge line in place of narrow gauge between Nobodvip Ghat and Santipur railway station of Sealdah Division (250)].

DR. LAXMINARAIN PANDEYA :
I beg to move :

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a railway line from Vikramgarh-Alot to Ratlam *via* Tal Bada-wade (252)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for construction of a railway line up to Udaipur *via* Ratlam-Sailana, Piploda-Pratapgarh, Banswara covering the tribal areas of Ratlam district in Madhya Pradesh and the backward tribal areas of Chittor district in Rajasthan (253)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Shri Laxminarain Pandeya]

[Failure to construct over-bridges near the railway stations in Ratlam, Jaora and Mandsaur in Ratlam Division (254)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to construct a wider bridge in place of the ordinary bridge for the passage of the yard employees at Ratlam Station in Ratlam Division (255)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Bottlenecks in traffic on account of inordinate delay in extending Udaipur-Badi-sadri line up to Ncemuch and indifference shown towards removing the inadequacy of railway lines in the area (256)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in and indifference towards laying broad gauge line on Ratlam-Banswara-Udaipur section (257)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Traffic bottlenecks due to delay in doubling the railway line between Ratlam and Delhi (258)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Traffic bottlenecks and the difficulties experienced by the people of the area due to delay in converting the metre gauge line into broad gauge line between Khandwa and Ajmer (259)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in laying down the proposed broad gauge line between Dohad and Indore (260)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Indifference shown towards converting narrow gauge line into broad gauge line between Ujjain and Agra (261)].

SHRI JAGADISH BHATTACHARYYA:
I beg to move :

"That the demand under the Head Payments to Worked Lines and Others be reduced by Rs. 100."

[Failure of taking over Martin Burn Railway between Howrah and Amta (262)].

SHRI R. P. DAS : I beg to move :

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1.

[Need to frame new rules to absorb the relatives and dependents of the employees on their retirement or death or disablement. (264)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1.

[Need to change present system of hearing appeals which takes years together for decision (265)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to discontinue present unfair labour policy regarding temporary and casual employees (266)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to tap heavy expenditure on administrative personnel in the entire railways (267)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to abolish Railway Board and form Zonal Cells for guiding and scrutinising the work directly (268)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to withdraw orders of break in services, demotion, stoppage of increment, promotion and transfer in different zones (269)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to abolish the practice of keeping secret files and records of the employees and workers (270)].

SHRI JAGADISH BHATTACHARYYA:
I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to increase trains and construct new lines (271)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to cut 5 per cent recent increase on suburban and monthly tickets and on personal luggage of third class passengers and other increased taxes (272)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[The present form of maintaining first class compartments in the electric trains on suburban lines (273)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Overcapitalisation in railway and top heavy administration (274)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Inability to stop the wastage of railway property (277)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to decrease the fare of the third class and for increasing the tax of the season tickets (278)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to stop corruption in railways (279)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to stop non-bonafide passengers from travelling in first class compartments particularly in the South Eastern Railway (280)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide proper amenities to casual workers working for more than six months (282)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide more staff at different stations of different railways (283)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Shri Jagadish Bhattacharyya]

[Failure to give proper salary to Assistant Station Masters of different Railways (284)].

SHRI MADHURYYA HALDAR
(Mathurapur) : I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Irregular running of trains in Sealdah Division of Eastern Railway (285)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to recognise All India Station Masters' Association. (286)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Running of damaged bogies with broken seats, doors and windows and without shutters in Sealdah Division, Eastern Railway (287)].

SHRI SURENDRA MOHANTY : I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Refusal to open the D. B. K. Railway to goods and passenger traffic for the benefit of the under-developed district of Koraput and adjacent districts of Andhra and Madhya Pradesh. (288)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to post G. R. P. personnel on the Titagarh Samtalpur railway line (289)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to give preference to the sons of railway employees in recruitment (290)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to upgrade the post of P. W. Inspectors particularly in S. E. and N. F. Railways. (291)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to pin point the track inspection by the Engineers (292)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to fix up definite responsibility of track maintenance by the Assistant and Divisional Engineers (293)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to up-grade the posts of Keyman and mate (294)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to guard against theft of P. W. materials lying scattered under open sky (295)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to record total loss occurring every month due to theft of P. W. materials (296)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to meet the P. Way Inspectors by the Chief Engineers on routine (297)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to fix the norms of P. Way gangs engaged for track maintenance (298)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to post Engineers in charge of tracks with adequate practical experience of track maintenance (299)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to safeguard against frustration among senior experienced employees by giving very rapid promotion to reservist candidates over others in engineering department (300)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to reduce court cases by not awarding natural justice to the appeals of the employees (301)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Inefficient working of Eastern Railway in reimbursing children's tuition fees to the staff employed in the office of Chief Mechanical Engineer and those working under Divisional Superintendent, Sealdah (302)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to merge the train examiners' grade Rs. 180-240 into the grade of Rs.

205-280 as promised by the Chairman Railway Board to the representatives of the A. I. R. F. on 18th and 19th August, 1970 when Train Examiners of Indian Railways launched work to rule campaign (303)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to reclassify materials by the Assistant Engineers (304)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to absorb medically incapacitated P. W. staff in other departments within Railway where such vacancies exist (305)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to control transfers of P. W. Is. and A. P. W. Is to remove personal influence of the Divisional Engineers (306)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to regard the rules in force by the Divisional Engineers when one is transferred during the period of store verification (307)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to relieve the P. W. Inspectors of their stores burden (308)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

"Failure to implement recommendations of R. A. Cs. which concern P. Way staff (309)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Shri Ramavtar Shastri]

[Failure to remove mental anxiety of P. W. Inspectors for their store charges (310)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

"Failure to provide adequate clerical assistance to the P. W. Inspectors to deal with establishment and stores (311)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

[Failure to give proper shape of the Divisional P. W. Depot already opened (312)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to issue correct P. F. slips to the P. W. Is. and A. P. W. Is. who generally under go inter-divisional transfers (313)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

[Failure to open and operate Divisional P. W. Depot in each Division (314)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Violation of 8 hour work rule and extracting 12 to 14 hours' work from railway employees particularly from carriage staff, Hamals, Running staff (315)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure in giving authorised pay scale to the workshop canteen staff in the Indian Railways (316)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to treat clerks as workers under Factories Act in pursuance of Supreme Court's judgment (317)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to abolish the practice of filling up 10 per cent vacancies of clerks in scale of Rs. 130-300 on the basis of competitive examination and filling up these posts on the basis of seniority (318)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Non-implementation of Justice Shankar Saran Award (319)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure to implement promised promotional quota of upgradation for the ministerial staff working in the Indian Railways (320)]

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to depute two gangmen for night patrol duty instead of one as at present (321)]

"That the demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure to open more dispensaries in railway colonies (322)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to provide stool or chair to the staff at all gates and lodges at railway stations (323)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in granting casual leave facilities to the artisan staff of the Railway Workshops according to the Award by the Tribunal (324)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in providing jobs to the Scheduled Castes and Scheduled Tribes candidates according to the quotas fixed for them (325)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Lack of materials and tools for maintenance and repairing of railway engines resulting in consumption of more coal (326)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need for a through study into the working conditions of Class IV employees working in the Railways. (327)]

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need for immediate confirmation of temporary employees who have completed 10-15 years of service (328)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in scrapping 14 days continuous duty round the clock by the staff at gates at railway stations (329)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

IV [Need to allot rent free quarters to Class employees in the Railways (330)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in reducing workload of gangmen, keymen and Mistries in Railways (331)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need for granting special allowance of Rs. 10 per month to gangmen who are also to work as train scavengers (332)].

DR. LAXMINARAIN PANDEYA :
I beg to move :

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to increase the medical facilities being provided to the employees of Ratlam Division on Western Railway (336)].

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to review and enhance the various facilities being provided to the employees of Ratlam Division of Western Railway (337).]

SHRI JAGADISH BHATTACHARYYA :
I beg to move :

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to sanction Howrah to Asansol of E. R. as suburban section. (338)]

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to introduce shift-wise trains between Burdwan and Asansol for Durgapur factory worker's in E. R. (339)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to construct double railway line from Khana junction to Sahebganj loop line in Eastern Railway (340)].

[Shri Jagadish Bhattacharya]

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to take one member from Burdwan Railway Passengers' Association in the timetable committee of the Eastern Railway (341)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need for stoppage of Rajdham Express at Durgapur Station (342)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100 "

[Need to construct new railway line from Durgapur to Bankura (343)]

SHRI R. P. DAS : I beg to move :

"That the Demand under the Head Open Line works-(Revenue) be reduced by Rs. 100."

[Need for cleanliness at Krishnagar Railway station, Eastern Railway (344)]

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to run the Laigola fast passenger train in time (345)].

"That the Demand under the Head Open Line works-(Revenue) be reduced by Rs. 100.

[Failure to check the ticketless passengers in the Sealdah Division of E. R. (346)].

"That the Demand under the Head open Line Works-(Revenue) be reduced by Rs. 100."

[Failure of arresting the wagon-breakers at Beldangh, Plassey, Rethodechir and Unra-

gechha railway stations of Ranaghat Lalgaola section of Sealdah Division (347)].

SHRI MADHURYYA HALDAR : I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Need to open a new line from Ramrajatala to Champadanga, E. Rly., HWH Division (348)]

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Need for extension of railway line from Lakshmikanthapur to Namkhana, E. Rly., Sealdah Division (349)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Need for extension of railway line from Tarakeswar to Arambag, E. Rly., Howrah Division (350)]

SHRI R. P. DAS : I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to give serious attention to stop Upper India Express at Tatagar instead of Barrackpur of Sealdah Division, E.R. (351)]

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to give serious attention to the genuine grievances of the ticket checking staff of the Eastern Railway (352)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to erect shades, platforms, way-bridges and booking counters at Ultadanga Station of Sealdah Division, E. R. (353)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to accept the repeated demands of the local people for a flag-station at Noapara. Sealdah Division of Eastern Railway (354)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to provide strict vigilance squad for preventing theft of the passengers' belongings at Howrah platform specially at night (355)]

"That the Demand under the Head Open Line Work-(Revenue) be reduced by Rs. 100."

[Failure to accept the repeated demands of the people for railway line from Malda to Balurghat of West Dinajpur, West Bengal (356)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to check the badly irregular running of the local trains of the Sealdah Division (357)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to re-model Sealdah station of E. R. (358)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to widen bridge for running the buses near the Dum Dum Railway Station, Sealdah Division, E. R. (359)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to accept the demands of the people for increasing trains in south Section of the Sealdah Division, E. R. (360)].

SHRI SURENDRA MOHANTY : I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Delay in completion of Cuttack Paradip Rail link according to the promised schedule (361)].

"That the Demand under the Head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct Banspani-Jakhpara rail link (366)].

SHRI BHOGENDRA JHA (Jainagar) : I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to complete broad gauge line between Barabanki and Samastipur on the N E R. (371)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure workers' participation in management (372)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend broad gauge line from Samastipur to Raxaul *via* Darbhanga on the N.E.R. (373)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to treat all employees having served for more than five years as permanent (374)].

[Shri Bhogendra Jha]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to withdraw orders of victimisation against 4,500 employees of Samastipur Division of the N.E.R. (375)].

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Failure to abolish the Railway Board (376)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop corruption in the railways (377)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop pilferage and thefts in the railways (378)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop pilferage and thefts of goods on the N.E.R. (379)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure punctual running of trains on all railways (380)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure punctual running of trains on the N.E.R. (381)].

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Failure to concede the demand of project allowance to the employees of Barauni-Garahara area on the N.E.R. and E.R. (382)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take over the privately run Light Railways (383)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to replace all the metre gauge lines in the country to broad gauge lines (384)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure uniform terms and conditions of service, promotions, etc., on all railways (385)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to replace the presently run sleeper bogey from Darbhanga to Palezaghata on the N.E.R. by another sleeper bogey with normal bigger berths (386)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce immediately Rajdhani Express type trains linking Delhi with Madras and Bombay (387)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure effective and democratic participation of workers in fighting corruption in railways (388)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide III Class sleeper bogies from Darbhanga to Lucknow and Darbhanga to Gauhati on the N.E.R. (389)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to ensure running of mail or express train between Barauni and Samastipur stations on the broad gauge line (398)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide any waiting room and other facilities to the pilgrims of Simaria ghat at the Rajendra Pul halt on the Eastern Railway (399)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Jaynagar and Nirmali Stations on the North Eastern Railway via Loukaha (400)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Jaynagar and Sitamarhi Stations by a direct railway line (401)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a direct Mithila Mail from Samastipur to New Delhi (402)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a direct fast passenger train from Jaynagar to Palezaghat on the North Eastern Railway (403)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing of the railway line to the north of Darbhanga station on the N. Eastern Railway (404)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing to the west of Samastipur junction on the North Eastern Railway (405)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Sakari and Rosera stations on the North Eastern Railway by a direct railway line (406)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to re-establish direct railway service between Bhabtiahi and Nirmali stations on the North Eastern Railway by constructing a bridge over Kosi (407)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to shift the Rajendra Pul Halt further south to the northern extremity of the Rajendra bridge (408)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a new railway line from Jhahjharpur to Loukaha under Samastipur Division of the North Eastern Railway (409)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a halt at village Muraitha between Kamtaul and Jogiaara stations on the North Eastern Railway (410)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a halt at village Korahia between Jayanagar and Khajouli stations on the North Eastern Railway (411)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop 103 Up and 104 Down at Mokamah station for the passengers of North Bihar (412)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide one third class direct bogey from Samastipur to New Delhi (413)].

[Shri Bhogendra Jha]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a fast passenger train between Narkatiaganj and Darbhanga (414)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing of railway line to be north-east of Sakari station under Samastipur Division on the North Eastern Railway (415)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of railways' own water supply at Laheria Sarai station in Samastipur Division of N. E. R. causing water scarcity for passengers (426)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to serve water to passengers in the train at Laheria Sarai station in Samastipur Division of N. E. R. (427)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to accord recognition to the registered office bearers North Eastern Railway Mazdoor Union, Gorakhpur headed by Shri Sarjoo Pandey, M. P. (532)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant Project Allowance and check victimisation of the striking employees of Garhara-Barauni project in the year 1971 (533)].

"That the Demand under the Head Railway Board be reduced by Rs. 100,"

[Failure in applying basis provided by the Board of Arbitration for the Railway employees working at Farakka, Khagia Ghat Koraput and Bastar to the workers at Barauni area in respect of granting project allowance (534)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in reinstating trade union leaders of N. E. Railway Mazdoor Union. (535)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing alternative suitable posts to 31 signal staff of N. E. Railway declared surplus and to 15 marine staff of Bararigha (536)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for remodelling old quarters of N. E. Railway specialiay at Barauni, Chapra, Siwan, Thana-Bihpur and Saharsa (537)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for increasing beds and number of staff and remodelling of the Railway Hospital at Samastipur (538)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need for abolishing system of daily hospital attendance for out door patients who are not granted sick leave (539)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in giving one promotion to the retiring staff as per latest Railway Board order (540)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for abolishing contract labour system in transit parcel and transshipment points for checking thefts, pilferage. etc. (541)].

DR. LAXMINARAIN PANDEYA :
I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in recognizing of All India Guards Council (542)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Classification in B class (Grade) train of QTS train No. 503/504 (543)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to allow A & B class city allowance to the member of running staff. (544)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to post second Guard on all Mail/Express trains specially on high speed trains (545)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Non-implementation of Board's orders circulated vide No. E. (N.G.) 68CR/12 dated 17th June, 1969 for utilizing services of Guards grade B against leave vacancies of TIS and MVIS and other supervisory staff (546)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Non-implementation of Railway Board's orders rule 8 (d) of No. E. (D & A) 1171 RS.3 dated 12th April, 1971 in respect of air-conditioned express running trains between BCT/NDLS on Western Railway and flying Rani between BCT/ST on Western Railway (547)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for compulsory Life Insurance of every employee of Railways at Railway's cost (548)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the minimum mileage per rostered day to 160 Kms. instead of 120 Kms. for running staff as Gaurds and others (549)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for compulsory life insurance of guards and other staff engaged in running of trains (550)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give allowances to members of running staff travelling in 'A' and 'B' class cities and stay there (551)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Restoration of electric fittings to L.R.S. wooden attached to mail and express trains (552)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Revision of pay scale of railway guards (553)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish disparity in running staff allowance between guards Gr. B and Drivers Gr. C whose pay scales are the same (554)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Poor condition of goods brake vans (555)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Dr. Laxminarain Pandeya]

[Upgradation of posts of guards on percentage basis (556)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for better channels of promotion of guards (557)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Recognition of All India Guards Council (558)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make provision of non-pooled quarters. (559)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Publication of the Railway Labour Tribunal Report as early as possible (560)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check ticketless travelling on Western Railway (570)].

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to provide facilities to III class passengers in railway trains (571)].

SHRI PHOOL CHAND VERMA
(Ujjain) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to lay Indore-Dohad line (574)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to extend Nagda-Ujjain shuttle upto Indore (575)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise the All India Guards Council Association (576)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to establish rail links with Adivasi districts of Madhya Pradesh (577)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fix quota for Ratlam in New Delhi-Bombay Rajdhani Express (578)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check pilferage of coal from Ujjain Railway station (579)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct properly the platform of Mahidpur Road railway station (580)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to expedite the completion of the work of Guna-Maksi line (581)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give priority to vendors when it becomes vacant at Nagda railway station (582)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to open a restaurant at Nagda railway station (583)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to convert Ujjain-Agar narrow gauge line into metre gauge line (584)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to halt passenger trains after 11 P. M. at the Laxmibai Nagar Railway station of Indore (585)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run Khandwa-Ajmer train at fast speed (as an express train) (586)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide shed for passengers at Nagda Railway station. (587)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to establish rail link with Mahidpur town of Madhya Pradesh (588)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide residential accommodation to the employees of the Western Railway (589)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply necessary apparatus for Science and to increase the number of seats for students as also the number of teachers in the Railway High School at Garhara (599)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Failure to recognise the North Eastern Railway Checking Staff Association (600)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise the divisional Railway Employees Coordination Committee, Dhanbad (601)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to cooperate with the Divisional Railway Employees Coordination Committee in putting an end to corruption rampant in the Railways (602)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of boggies attached to the passenger trains running on the Patna-Gaya line of the Eastern Railway to atleast 16 (603)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to attach one separate bogie (milk van) with each passenger train on the Patna-Gaya line (604)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Realisation of illegal money from the casual gangmen working under P.W.I Hazaribagh Road on the pretext of empanelling them for absorption as permanent gangmen (605)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Realisation of Rs. 100 each from the gangmen working under P. W. I. Hazaribagh Road Station (606)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

"Need to give scaled grade against the vacancies of watermen to the temporary labourers retrenched from the electricity outdoor and construction Department of North Eastern Railway (607)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need for not effecting retrenchment of labourers working for the last many years at the dump-siding, Gadghara and at other places on the North Eastern Railway on the basis of their being found overage in the screening test and need to allow them to continue working in the same scale (608)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

"Failure to give wages to casual labourers at the rate of Rs. 4.50 per day, as fixed by the Railway Board (609)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply proper uniforms in time to the employees of the North Eastern Railway (610)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to do away with the practice of taking work for 12 hours from the carriage-staff hamals and ticket collectors at Saharsa and Mansi on the North Eastern Railway (611)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fill higher posts laying v. caut in the North Eastern Railway and to clear the arrears of payment to the tune of lacs of rupees to the employees (612)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in recognising the Indian Railway Signal and Telecommunication Staff Association (613)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping intermediate recruitment of the signal and telecommunication employees (614)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting weekly holidays to all the employees working in Signal and Telecommunication Department (615)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the recommendations of the Railway Accident Enquiry Committee, 1968 (616)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the Report of Uniform Committee (617)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping direct recruitment for higher posts and allowing departmental promotions from the lower grade (618)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for revision of pay scales of all categories of railwaymen on the basis of need based minimum wage (619)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for payment of bonus to Railwaymen (620)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for stopping retrenchment of casual labour and reinstating those who have already been retrenched (621)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in absorbing casual labour to permanent posts (622)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the Award of the Arbitrator granting Project Allowance to Railwaymen working in Bastar and Koraput Districts (623)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting Project Allowance to Railwaymen working at Ranchi, Hatia and Bokaro (624)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping surrender of posts and reversions in Indian Railways (625)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for withdrawing D. T. M. scheme from Waltair Division and other job-killing devices including automation elsewhere (626)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in introducing 6 hours duty for all staff engaged in running and operation duties (627)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping all measures of victimisation of trade Union workers in Indian Railway (628)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in reinstating union workers removed under article 311 (2) (b) of the Constitution and rule 3 of the S. N. S. Rules, 1949 (629)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in withdrawing cases against railway employees (630)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need of immediate settlement of thousands of staff grievances including payment of arrear claims and other problems (631)].

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need of immediate payment of arrears to artisan staff promoted in 20 per cent upgraded posts from the date of issue of Railway Board's orders (632)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need of abolition of contract system and departmentalisation of work hitherto done through contract system (633)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping Police and R. P. F. atrocities on railways (634)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce social security scheme for Railwaymen (635)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting city allowance to employees working at Kharagpur, Tatanagar, Vishakhapatnam and Danapur (636)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in re-introducing dignified uniform for the checking staff in the Indian Railway (637)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need to provide adequate rest room facilities for T T Es at every important station (638)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to provide safety to the T T Es in course of their duties (639)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure in withdrawing motivated transfer orders against the Office-bearers of the Indian Railway Ticket Checking Staff Association (640)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to stop booking of I I Es for inter-State Chuck (641)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to abolish the system of taking work for 24 hours from the employees of signals and tele communications Department of Railways (642)]

SHRI MANORANJAN HAZRA (Arambagh) I beg to move

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to broaden the under-bridge situated just on the northern side of the Konnagar Railway station in the Eastern Railway (643)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to construct an over-bridge at Dankuni near the Sri Ramakrishna Vidyasram in the Eastern Railway (644)]

"That the Demand under the Head Railway Board be reduced by Rs. 100. "

[Need for doubling the Railway line from Sheoraphuli to Tarakeswar in the Eastern Railway (645)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to construct a new line from Scrampur to Rajbalhat via Morhat and Jangipara in the district of Hoogly in West Bengal (646)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to construct a broad gauge Railway line from Adi Saptagram to Tarakeswar via Jamalpur and Dhamahali (647)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to construct a broad gauge Railway line from Tarakeswar to Midnapur via Khanakul and Ghatal (648)]

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Need to construct a broad gauge Railway line from Howrah to Kamarpukur via Champadanga in West Bengal (649)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Need to construct a broad gauge railway line from Howrah to Badan Gunj via Amta in West Bengal (650)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to re-instate the retrenched casual labourers in respect of Andul Calcutta Chord Link Railway Project (651)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to make permanent the casual labourers through-out the Eastern Railway (652)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend the period of service before retiring in respect of technical hands where public interest is involved (653)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to remove the indifference of the railway authority in repairing the coach numbers 1773 and 1775 with regard to their toilets broken and sealed showers and feeble electric lines (654)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to punish the officers who have been collecting fares from the passengers and not depositing the same to the authorities at Howrah Station (655)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce strict audit in respect of collection and stop all sorts of irregularities permissible under the rules (656)].

DR. LAXMINARAIN PANDIYA :
I beg to move :

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to run one more passenger train between Ajmer and Khandwa despite Heavy traffic there (699)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct over-bridges at Railway crossings near Ratlam, Jaora and Mandasaur Railway Stations on the Western Railway (700)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to redress the difficulties of Ratlam diesel Shed employees on the Western Railway (701)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend the sheds on platforms at Jaora, Mandasaur, Neemuch, Shamgarh and Suvasra in Ratlam Division on Western Railway (702)].

SHRI P. K. DEO (Kalahadi) : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the Madras-Tata Express to Howrah (724)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the Bombay-Nagpur Express to Vishakhapatnam to connect the two Naval headquarters (725)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of attaching one first class and third class combined bogie in Tata-Madras Express and Madras Mail between Titlagarh and Bhubaneswar and vice versa (726)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Urgency of constructing a railway line to connect Banspani with Jakpura in South Eastern Railway (727)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Urgency of constructing a railway line to connect Bimlagarh with Talcher in South Eastern Railway (728)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Shri P R Deo]

[Desuability of constructing a railway line to connect Amaguda of D B K line with Kesinga in R V section of South Eastern Railway (729)]

SHRI BHARAT SINGH CHOWHAN
(Dhar) I beg to move

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to construct an over bridge at Indore Siaganj (734)]

' That the demand under the Head Railway Board be reduced by Rs 100

(Failure to construct a flag station at Lokmitya Nagar, Indore (735))

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to conduct survey of Indore-Baroda railway line (736)]

"That the demand under the Head Railway Board be reduced by Rs 100 '

[Failure to accelerate the speed of Bhopal-Indore train (737)]

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to convert the Ratlam-Khandwa railway line into broad gauge line (738)]

' That the demand under the head Railway Board be reduced by Rs 100

[Failure to construct a railway line from Dohad to Indore (739)]

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to introduce a fast train from Ratlam to Mahu (740)]

"That the demand under the Head Railway Board be reduced by Rs 100 "

[Failure to introduce a shuttle train from Nagda to Indore (741)]

'That the demand under the Head Railway Board be reduced by Rs 100 '

[Failure to provide uniforms to the running staff working in trains running between Khandwa and Ajmer (742)]

"That the demand under the Head Railway Board be reduced by Rs 100 "

[Failure to provide sleeping accommodation to Electrical and Mechanical staff working in trains running between Khandwa and Ajmer (743)]

' That the demand under the Head Railway Board be reduced by Rs 100

[Failure to construct a railway line between Dohad and Khandwa (744)]

' That the demand under the Head Railway Board be reduced by Rs 100

[Failure to extend the railway line from Bhopal to Baroda via Indore (745)].

MR CHAIRMAN The cut Motions are before the House Shri Chandrika Prasad.

श्री चन्द्रिका प्रसाद (बलिया) माननीय सभापति जी, रेलवे मंत्रालय की माँगों का मैं समर्थन करता हूँ और मैं अपने को अनुदान की क्रम सख्या 4 और 14 तक ही सीमित रखूँगा।

सभापति महोदय, 1947 में रेलवे की पूँजी 830 करोड़ रुपये की थी, जिसमें कि 47.5 करोड़ रुपये का लाभ हुआ था जिस पर 32.5 करोड़ उसमें सूद वर्गह का था। वही पूँजी आज 3,500 करोड़ रुपये की हो गई है जिसकी आमदनी 144.7 करोड़ है और जिसमें सूद 165.5 करोड़ है। आप देखेंगे कि पहले 1947 की जो आमदनी थी उसमें फायदा हुआ था क्योंकि सूद कम था लेकिन इधर जो इन्स्ट्रस्ट है

और जो फायदा हुआ है उसमें सूद का रुपया बढ़ गया है जिस से घाटे की संभावना है। रेलवे कंवेन्शन कमेटी ने इस सूद को 20 करोड़ रुपये कम करने के लिए कहा है। इस तरह से अब सूद 20 करोड़ रुपये रेलवे कंवेन्शन कमेटी कम करे या जो कम हुआ है वह टैक्स लगाकर जनता से लिया जायेगा, उसमें कोई खास फर्क नहीं पड़ता है। इसलिए हमारी आर्थिक स्थिति रेलवे की यह है। अब हमारे मंत्री जी ने कहा कि 1972-73 में हमें 40 करोड़ रुपये का फायदा होगा और 1972-73 में 95 लाख टन माल ढोया जाएगा जबकि आप देखेंगे कि 1971-72 में आपने सिर्फ 10 लाख टन माल ढोया। तो हमारी समस्या में नहीं आया कि जब 10 लाख टन एक साल 1971-72 में आपने माल ढोया तो 95 लाख टन आगे चल कर यह कैसे हो जाएगा। इसलिए यह जो 40 करोड़ रुपये की आमदनी की बात है यह असंदिग्ध है और गलत मालूम हो रही है।

हमारी बात आप यह देखेंगे कि रेलवे की इस किताब में जो कि हम लोगों को मिली है, रेवेन्यू एण्ड एक्सपेंडीचर सेन्ट्रल गवर्नमेंट रेलवे बजट, इसके पेज 7 पर मंत्री जी ने कहा है कि हम रुपया उधार नहीं लेंगे लेकिन रुपया जो उधार लिया जा रहा है साढ़े तीन करोड़, इसके पेमेंट के लिए अगर पेमेंट का खाना आप देखेंगे तो पाएंगे कि उसमें निल है, उसमें पेमेंट का कोई तरीका नहीं बताया गया है। तो इस स्थिति में हमारी रेलवे चल रही है। रेलवे में जो प्रशासन है, उस पर जो खर्च होता है, हम ऐसा समझते हैं कि अगर उसको कम नहीं किया जाएगा, तो हमारा जो रेलवे बजट है वह हमेशा घाटे में ही चलता रहेगा।

इसके अलावा एक चीज मुझे यह कहनी है कि रेलवे में जो कर्मचारियों के ग्रेड बने थे वे बीस वर्ष पहले के हैं और सब लोग अन्तिम ग्रेड पर पहुँच गये हैं। इसका मुख्य कारण यह है कि फायरमैन तथा शॉर्टर स्टाफ की कुछ कैटेगरीज हैं जो कि असन्तुष्ट हैं। इस कारण से हड़तालें

भी होती रहती हैं रेलवे में नई-नई कैटेगरीज बनी हुई हैं। लेकिन कुछ कैटेगरीज हैं जिनको कोई सुविधा नहीं दी गई है, जैसे टी० टी० ई० हैं, कंडक्टर हैं, उनको सुविधा नहीं मिली है। उनको रनिंग स्टाफ में नहीं माना जाता है जिसके कारण विश्रामालय वगैरह नहीं दिया गया।

मंत्री महोदय ने अपने बजट भाषण में कहा था कि जो मान्यता प्राप्त यूनियनों हैं वे अच्छा काम कर रही हैं। लेकिन साथ साथ कैटेगरी वाइज यूनियनों भी हैं। वे भी अपने तौर से अच्छा काम कर रही हैं। मंत्री ने कहा था कि दोनों से मिलकर बह बात करेंगे और काम करेंगे। आपने यह भी कहा था कि ऐसा काम किया जाएगा ताकि सभी को सन्तोष हो। आपने राष्ट्र के नाम सन्देश भी प्रसारित किया था कि रेलवे से जो चोरियाँ होती हैं, जो भ्रष्टाचार हो रहा है, इनको रोकने के लिए कर्मचारी तथा जनता और पब्लिक वर्कज आपको सहयोग प्रदान करें। लेकिन जब कर्मचारियों ने आपको सहयोग देना शुरू किया और बड़े-बड़े अफसर इसमें इनवाल्व होने लगे तो मंत्री महोदय अपने दिए हुए वचन से पीछे हटने लग गए। घनबाद में आपने देखा होगा कि वहाँ रेल कर्मचारियों ने चोरियों के खिलाफ तथा टिकटलेन ट्रेवल आदि के खिलाफ एक संमीनार आयोजित किया था और उसमें भाग लेने के लिए उन्होंने दो बार मंत्री महोदय को पत्र लिखे और उनको उसमें बुलाया था। मंत्री जी का दो बार कार्यक्रम बना लेकिन मंत्री महोदय नहीं गए। मेरा विश्वास है कि अगर आप रेलवे कर्मचारियों से मिलेंगे नहीं, उनकी बात को सुनेंगे नहीं, उनके साथ बैठेंगे नहीं तो रेलवे में जो चोरियाँ आदि होती हैं, जो गड़बड़ियाँ होती हैं वे दूर नहीं हो सकेंगी। कैटेगरी वाइज यूनियन को आप मान्यता दें बह मैं नहीं कहता हूँ लेकिन इतना मैं जरूर कहूँगा कि विधान के अन्दर अगर कोई रजिस्टर्ड ट्रेड यूनियन है और जिसके साथ सदस्य हैं, वह भी रजिस्टर्ड ट्रेड यूनियन हो सकती है और 15 (सी) में उसको एम्प्लायर को बात कहने का हक है, उसके सामने अपनी बात रखने का

[श्री चन्द्रिका प्रसाद]

अधिकार है, उसके सामने वे अपने सबाल को उठा सकते हैं, उसके उस अधिकार को भी आप छीन रहे हैं। इनके लिए, मान्यता प्रदान करने की बात मैं नहीं कहता हूँ लेकिन इतना मैं जरूर चाहता हूँ कि उनकी बात को आप सुनें। आप गोरखपुर गए थे। वहाँ मान्यता प्राप्त यूनिजन से आपने बात की। उसकी बात आपने सुनी। लेकिन दूसरे कर्मचारी जो अपनी बात कहना चाहते थे उनकी बात को आपने नहीं सुना। इसी तरह से क्लास फोर के कर्मचारी कितने ही वर्ष हो गए हैं अभी भी टेम्पोरेरी पड़े हुए हैं। उनको परमानेंट नहीं किया गया है। इसी तरह से टाइम टेबल कमेटी में एन० ई० रेलवे में मैंने जो छोटे मोटे सुझाव दिये अपने क्षेत्र के उनको भी नहीं माना गया और उसके बारे में मैंने चिट्ठी भी लिखी लेकिन उसका भी कोई उत्तर नहीं दिया गया। आप समाजवाद की बात कहते हैं। लेकिन निचले तक के लोग जो हैं उनकी तरफ ध्यान नहीं दिया जाता है। अगर उनकी तरफ ध्यान नहीं दिया जायेगा तो देश समाजवाद की तरफ नहीं जा सकेगा, प्रगति की ओर नहीं बढ़ सकेगा, मजबूत नहीं हो सकेगा।

डिमांड 14 पर मैं कुछ कहना चाहता हूँ। मंत्री महोदय कन्याकुमारी से लेकर जम्मू कश्मीर को मिलाने की बात कहने हैं। अब नई दिल्ली को मिलाने की बात आ गई है और वह बात पीछे हट गई है। मुझे खुशी है कि हमारा देश धर्म के अनुसार नीचे से ऊपर तक एक कड़ी में बँधा हुआ है और इसमें यह और भी सुदृढ़ हो गई है। आपने त्रिवेन्द्रम से लेकर तिरुनेलवेली वाया कन्याकुमारी का लाइन को बजट में स्थान दिया है। लेकिन उसके आगे सिकन्दराबाद से वर्धा को बजट में स्थान नहीं दिया। उसको आपने सर्वे में डाल दिया है। सप्लीमेंटरी डिमांड्स में आपने बंगलौर से गुन्तकल की छोटी लाइन को बड़ी लाइन में तबदील करने की बात रखी थी। इसके बारे में पिछले तीस बरस से यह कहा जाता रहा है कि ऐसा करना लाभदायक नहीं होगा और गुड्स ट्रैफिक का जो मूवमेंट है,

वह भी इसको जस्टिफाई नहीं करता है। जो बीस साल पहले स्थिति थी वही आज भी स्थिति है। लेकिन यह स्वागत योग्य कदम है और इस तरह के कदम और दूसरे स्थानों पर भी उठाये।

दक्षिण के लिए आपने रोड ओवर ब्रिज के लिए स्टेट्स के भाग को पचास प्रतिशत से घटा कर दस प्रतिशत कर दिया है। इससे मुझे कोई परेशानी नहीं है। यह खुशी की ही बात है। लेकिन सम्पूर्ण देश के लिए आपको ऐसा करना चाहिए। देश के जो उपेक्षित भाग हैं, जो पिछड़े हुए भाग हैं, उनकी तरफ आपका विशेष ध्यान जाना चाहिए था। आप देखें तो आपको पता चलेगा कि एन० ई० रेलवे जो कमान वाला रेलवे है उसके कितने ही सैक्शन पर समस्तीपुर बनारस आदि डिवाइजनों पर आज तक एक भी एक्स्प्रेस गाड़ी के दर्शन नहीं हो सके हैं। बलिया के लिए रोड ओवर ब्रिज की पन्द्रह-बीस साल से माँग चली आ रही है लेकिन इसको पूरा नहीं किया गया है। इसी तरह से माँकी ब्रिज है जो छपरा और बलिया को मिलाता है, उत्तर प्रदेश को बिहार को मिलाता है। यह सौ बरस पुराना है, टूटने वाला है। इस को स्टेट गवर्नमेंट को आप दे दें और रेलवे अपना पुल बनाए। यह माँग बहुत देर से चली आ रही है इसको भी पूरा किया जाना चाहिए। इसी तरह से देवरिया को बलिया से मिलावे के लिए घाघरा नदी पर तुरतीपार का पुल है। यह भी सौ बरस पुराना है। इसको भी स्टेट गवर्नमेंट को दे दिया जाए और यहाँ पर आप नया रेल कम रोड ब्रिज बनाये। आप सभी क्षेत्रों को एक आँख से देखें। जो उपेक्षित भाग हैं, जो बरबाद इलाके हैं, जहाँ पर कोई कम्युनिकेशन के साधन नहीं हैं, जो पिछड़े हुए हैं, उनकी तरफ आप विशेष ध्यान दें। जब तक इस चीज को कमिश्नरल प्वाइंट आफभ्यू से देखा जाता था लेकिन यह कहा गया है कि अब ऐसा नहीं होगा। जिन तरह से आपने बंगलौर से गुन्तकल तक की छोटी लाइन को बढ़ी करने का निर्णय किया है, उसी तरह से

भटनी-बनारस जो छोटी लाइन है, इसको भी आप बड़ी लाइन में तबदील करें। इसका सर्व हो चुका है। इसको नहीं लिया गया है। इसको भी लिया जाना चाहिए। यह उपेक्षित क्षेत्र है। उस क्षेत्र के लिए यह रीढ़ की हड्डी है। इसी तरह से मऊ एक इंडस्ट्रियल सेंटर है। वह बरारम और पटनी के रास्ते में पड़ा है। अगर यह बड़ा लाइन बनेगी तो भाल ढोने की क्षमता यहां बढ़ जाएगी और जो खर्चा है वह निकल आएगा। यह चीन कमर्शियली जस्टिफाइड भी है। बेकारी को दूर करने के लिए गोरखपुर वर्कशॉप में कोच फैक्ट्री जैसी कोई बड़ी फैक्ट्री भी बनाई जानी चाहिए।

हावड़ा से लखनऊ तक ट्रेन आनी थी जिसको एमरजेंसी में बन्द कर दिया गया था। आज तक इसको चालू नहीं किया गया है इसको चालू किया जाए इसी तरह से शाहदग-महारनपुर लाइन की बात भी है। एम० पी० जान दे रहे हैं अखबारों में निकाला है कि प्रधान मंत्री को भी वे मिले हैं। लेकिन अभी तक इस लाइन को रेस्टोर नहीं किया गया है। इसी तरह से बिहार में रेल की पटरी पर हमारी पार्टी के एम० पी० बैठे थे, उन्होंने धरना दिया था। उनकी माँग थी कि धनवाद से पटना के लिए एक डायरेक्ट लाइन हो। इसकी भी पूर्ति होनी चाहिए।

एन० ई० रेलवे की आमदनी को आप देखें। लेकिन उसके बावजूद भी यह नहीं कहा जा सकता है कि पिछले पचास बरस के अन्दर वहाँ कोई तरक्की हुई है। वही सड़ें हुए डिब्बे हैं, वही सड़ी हुई लाइन है। पंखे नहीं हैं, पानी नहीं है। छतों पर चढ़ कर लोग यात्रा करते हैं। मैं चाहता हूँ कि ये सब सुविधाएँ वहाँ प्राप्त होनी चाहिए और जो रेल गाड़ियाँ वहाँ चलती हैं उनमें जो वोगीज लगती हैं उनकी संख्या को बढ़ाया जाना चाहिए।

नई दिल्ली से जो लखनऊ एक्सप्रेस चलती थी उसको मेल कर दिया गया है। लेकिन उसमें

कोई डिब्बा नहीं बढ़ाया गया। नई दिल्ली स्टेशन पर लाठियाँ और डंडे चलते हैं और लोगों को चोटें भी आई हैं। इसी तरह से पुरानी दिल्ली से जो पैसेंजर चलती थी उसको एक्सप्रेस कर दिया गया है लेकिन कोई डिब्बा नहीं बढ़ाया गया है। उम गाड़ी की भी वही हालत है जो नई दिल्ली वाली गाड़ी की है। नई दिल्ली से लखनऊ जो गाड़ियाँ जाती हैं इनको आगे बढ़ाया जाए। लखनऊ से हावड़ा तक जो गाड़ी जाती है उसको आप दिल्ली तक ले आएं। ऐसा आपने किया तो जो हल्ला होता है और जो ये लाठियाँ चलती हैं, वे रुक सकेंगी। इनाहाबाद से गोहाटी तक जो 37 अ और 38 डाउन है, बीस बरस से माँग हो रही है कि एक एक्सप्रेस दें लेकिन यह भी नहीं दी गई है।

अब मैं टिकिटलैस ट्रेवल के बारे में कहना चाहता हूँ। आपके अफसरों ने एक होवा खड़ा कर रखा है। हमारा कहना है कि टिकिटलैस ट्रेवल अधिक बोगी लगाने से रुक सकता है। जहाँ डेड सी की कंपेनेटी होनी है उस डिब्बे में चार-चार सी लोग यात्रा करते हैं। अगर आप यात्रियों को स्थान दें तो टिकिटलैस ट्रेवल न हो। चेंकिंग के लिए आप टी० टी० और कंडक्टर आदि रखते हैं और कितने ही हमारे लोग रखते हैं लेकिन जब चेंकिंग होना है तो मुश्किल से दो चार आदमी ही बिना टिकट यात्रा करते हुए पकड़े जाते हैं। आपके अफसर मनमानी करते हैं, फिजून खर्ची करते हैं लेकिन यह कह दिया जाना है कि टिकिटलैस ट्रेवल की वजह से घाटा होता है। यह भी कहा जाता है कि बिहार और उत्तर प्रदेश के लोग चोर हैं, बिना टिकट यात्रा करते हैं। यह गलत बात है वे इंतजामी जो हैं, इसको आप दूर करें। साथ ही आप हमारे बारे में जो यह धारणा न रखें। देश का यह हिस्सा क्रांतिकारी हिस्सा रहा है, अगुआ रहा है, देश के लिए इसने खून दिया है। अन्य जगह भी बिना टिकट यात्रा होती है।

इन शब्दों के साथ मैं इस अनुदान की माँगों का समर्थन करता हूँ।

श्री रामावतार शास्त्री (पटना) : मैं रेलवे बजट के अनुदान की माँगों का विरोध करने के लिए खड़ा हुआ हूँ—(इंटरप्शन) मैं फिर कहता हूँ कि मैं इसका विरोध करने के लिए खड़ा हुआ हूँ। माननीय सदस्यों ने ठीक ही कहा है कि 35 सौ करोड़ रुपये की पूँजी इस रेलवे में लगी हुई है। और रेलवे सरकारी क्षेत्र का सबसे बड़ा प्रतिष्ठान है। लेकिन इससे कोई खुश नहीं है। जनता जो इसमें ट्रेवल करती है, जो यात्रा करती है, जो सफर करती है, उसको नाना प्रकार की कठिनाइयाँ हैं, तकलीफें हैं और कर्मचारी जो इसमें काम करने हैं, चौदह लाख से अधिक जिन की संख्या है वे भी परेशान हैं, उनको भी तकलीफें हैं, उन्हें दिक्कतों का सामना करना पड़ना है और इस लिए उनमें असंतोष है। रेलवे की वर्तमान व्यवस्था से अगर कोई संतुष्ट है, तो वे रेलवे के अधिकारी वर्ग के लोग हैं और मुमकिन है कि मंत्रीगण भी उससे संतुष्ट हों। लेकिन हिन्दुस्तान की बाकी तमाम जनता रेलवे की बदइतजामी से तंग और तबाह है। देश की जनता चाहती है कि रेलवे की व्यवस्था में सुधार किया जाये और इसके जरिये से हम ज्यादा से ज्यादा आमदनी प्राप्त करके देश को विकसित करें, देश की समस्याओं का समाधान करें और देश को सही समाजवाद के रास्ते पर ले चलें। लेकिन इसमें कुछ बाधाएँ हैं और उन्हीं की तरफ मैं आपका ध्यान आकर्षित करना चाहता हूँ।

16 hrs.

मंत्री महोदय को रेलवे के चौदह लाख कर्मचारियों की दिक्कतों की तरफ ध्यान देना चाहिए। उन्हें उन लोगों से बात करनी चाहिए और उनके बीच में जाना चाहिये। लेकिन ऐसा न करके कोई शान्तिपूर्ण आन्दोलन करने पर भी उन्हें सजा दी जाती है और बदले की भावना के काम लिया जाता है। जो अधिकारी दिन-रात गोलमाल करते हैं, उनकी तरफ मंत्री महोदय की निगाह नहीं जाती है।

बरीली—गरहरा के पाँच हजार कर्मचारी एक साल से अधिक समय से ब्रेक-इन-सर्विस में पड़े हुए हैं, 350 व्यक्तियों पर नाना प्रकार के मुकदमे चलाये जा रहे हैं, 56 व्यक्ति आज भी सस्पेंडिड हैं और उनके बाल-बच्चे भूखों मर रहे हैं। मंत्री महोदय ने उनको देखा होगा। वे 14 तारीख से उनके दरवाजे पर भूख-हड़ताल कर रहे हैं। उनकी माँग है कि विक्रिमाइजेशन की तमाम कार्यवाहियों को रद्द किया जाये।

घनबाद में 3 जनवरी से 11 जनवरी, 1971 तक हड़ताल हुई। कर्मचारियों ने रेलवे बोर्ड के चेयरमैन के कहने पर हड़ताल को बिना शर्त वापिस ले लिया, लेकिन एक मी से अधिक कर्मचारी अभी तक ब्रेक-इन-सर्विस में पड़े हुए हैं और 11 मुअत्तिल हैं। इसी तरह कुसुदा में भी 11 कर्मचारी निलम्बित हैं। एन० एफ० रेलवे में भी आन्दोलन हुआ था। मैं ममयाभाव के कारण उसकी डीटेल्स में नहीं जाना चाहता, उससे सम्बन्धित पाँच व्यक्ति आज तक सस्पेंडिड हैं और बहुत से कर्मचारियों की ब्रेक-इन सर्विस हो गई है। टाटानगर में भी कुछ कर्मचारी मुअत्तिल हैं और कुछ ब्रेक-इन-सर्विस के शिकार हैं। गुटकल में भी रेलवे के अफसरों ने गोलमाल किया, लेकिन सजा मजदूरों को दी गई और कई व्यक्तियों पर निलम्बन की तलवार चलाई गई है तथा बहुत से लोगों का ब्रेक-इन-सर्विस हो गया है।

इसी प्रकार और जगह भी कर्मचारियों में असंतोष है, क्योंकि रेलवे प्रशासन उनसे बात नहीं करता है, उनकी जायज माँगों को नहीं मानता है और उनके ग्रेडज़ तथा छुटियों आदि की कठिनाइयों की ओर ध्यान नहीं दिया जाता है। यदि यही स्थिति जारी रही, तो उनमें असंतोष होगा और वे आन्दोलन करेंगे। यदि मंत्री महोदय सचमुच मजदूरों का भला चाहते हैं, समाजवाद की तरफ बढ़ना चाहते हैं और जनतन्त्र को मजबूत करना चाहते हैं, तो वह उन लोगों से बात करें। लेकिन रेलवे प्रशासन की—और सम्पूर्ण सरकार की—नीति मजदूर-

विरोधी है। मंत्री महोदय उस नीति को छोड़ दें और कर्मचारियों से मिल-जुल कर काम करें। लेकिन मंत्री महोदय कहते हैं कि हम तो केवल रेकोगनाइज्ड यूनियनों से बात करेंगे, आपकी यूनियन रेकोगनाइज्ड नहीं है, हम आप की कानफेडरेशन से बात नहीं करेंगे, आदि। रेकोगनाइज्ड यूनियनों से क्या ताकत है, वह हम सबको मालूम है।

मंत्री महोदय हमसे बात क्यों नहीं करते है ? वह कैटेगरी-यूनियन्ज से और कानफेडरेशन से बात क्यों नहीं करते हैं ? वह आलइण्डिया रेलवे एम्पलाईज कानफेडरेशन की मीटिंग में जा चुके हैं। उन्होंने वादा किया था कि वह बहुत से मामलों से कानफेडरेशन से सहयोग करेंगे, और उसका सहयोग लेंगे और उसकी बातों को सुनेंगे। लेकिन वह वादा पूरा नहीं किया गया है। वह रेकॉगनीशन के नाम पर हमारे लिए दर-वाजा बन्द कर देते हैं, जिस की वजह से नाना प्रकार की कठिनाइयाँ उत्पन्न हो जाती हैं। मैं चाहूँगा कि मंत्री महोदय स्पष्ट शब्दों में यह ऐलान करें कि वह तमाम यूनियनों से और कानफेडरेशन से सहयोग लेंगे और चौदह लाख कर्मचारियों के प्रतिनिधियों से मिल कर रेलवे में ये व्याप्त भ्रष्टाचार, अव्यवस्था और गड़बड़ी को दूर करने के लिए आगे बढ़ेंगे।

मैं मंत्री महोदय के साथ कोई गर्मी के साथ बात नहीं करना चाहता हूँ। दो चार दिन पहले बात हुई थी। मैं चाहता हूँ कि वह बरोनी, गठहरा, धनबाद, कुर्नुबा, गुंटकल, टाटानगर और एन० एफ० रेलवे आदि के मजदूरों के बारे में यह ऐलान करके श्रेय लें कि उनके विरुद्ध की गयी सारी कार्यवाहियाँ रद्द की जाती हैं।

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : The hon. Member, Shri Ramavatar Shastri knows that I have told him repeatedly that if he co-operates with the administration in stopping theft and pilferages, I am prepared to do anything he wants. He has merely to undertake that responsibility; we shall be very happy.

श्री रामावतार शास्त्री : हम मंत्री महोदय के कहने से पहले ही को-ऑपरेट कर रहे हैं। धनबाद में रेलवे एम्पलाईज को-ऑर्डिनेशन कमेटी करप्शन और फिजूल खर्चा के विरुद्ध संघर्ष कर रही है। हम सब जगह इसके लिए फाइट कर रहे हैं। लेकिन यह शर्त लगाना बहुत ग़लत है कि फलों का काम करो, तब हम आपसे बात करेंगे। देश हमारा है, देश मजदूरों का है। वह टाटा, बिड़ला, डालमिया का नहीं है। देश किसानों और गरीबों का है। हम प्लेज्ड हैं, हमारा फर्ज है कि हम पिलफ्रेज को रोकने और भ्रष्टाचार को समाप्त करने के लिए संघर्ष करें। लेकिन मंत्री महोदय हमारी मदद नहीं कर रहे हैं।

मंत्री महोदय को धनबाद चलने के लिए निवेदन किया गया, उन्होंने प्रोग्राम बनाया, लेकिन वह नहीं गये। श्री भोगेन्द्र झा ने उन्हें समस्तीपुर चलने के लिए निवेदन किया, लेकिन वह वहाँ भी नहीं गये। मैं 19 अप्रैल को धनबाद गया था। मैंने अधिकारियों से बात की। लेकिन भ्रष्टाचार रोकने का एक भी काम नहीं हुआ है। मंत्री महोदय की मदिच्छा के बावजूद भ्रष्टाचार बढ़ता जा रहा है। मंत्री महोदय चाहते हैं कि भ्रष्टाचार समाप्त हो और हम भी यही चाहते हैं, लेकिन उनके बावजूद भ्रष्टाचार बढ़ रहा है। मैं एक दो उदाहरण देना चाहता हूँ।

श्री ए० पी० शर्मा : ये मंत्री महोदय को क्यों अपने साथ ले जाना चाहते हैं ? ये खुद अच्छा काम करें।

श्री रामावतार शास्त्री : हम उनका को-ऑपरेशन चाहते हैं। लेकिन अफसर, और शायद यह माननीय सदस्य भी, चाहते हैं कि वह न जायें। हम चाहते हैं कि सब लोग मिल कर अच्छा काम करें, लेकिन माफ करें, हमें इन माननीय सदस्य से वह उम्मीद नहीं है।

कुमुंडा में किस तरह से 29 बैंगन डिटोन करके, कोयला चोरी करवा कर अफसरों ने मनमानी की, इस बारे में मैं एक चिट्ठी पढ़ना चाहता हूँ :

[श्री रामावतार शास्त्री]

"Coal Area Superintendent, Eastern Railway, Dhanbad.

SUBJECT : Y/S wagons are loaded with theft coal having been stolen from the transshipment wagons by the representatives of Messrs. K. L. Matalia..."

वह कन्टेनर है।

सभापति महोदय : जो कुछ रिकार्ड पर आ गया है, मैं उसको एकसंपंज नहीं करना चाहता हूँ। लेकिन अगर माननीय सदस्य ऐसी बातों को पहले मिनिस्टर को भेज कर डिमकस करे, तो ज्यादा यूजफुल होगा। या अगर स्वामन्वाह आप उठाना ही चाहते हैं हाउस के अन्दर तो एक यह तरीका है कि स्पीकर की नोटिस में ला कर तब उठाएँ, तो ज्यादा अच्छा होता है। अब आप ने जिक्क कर दिया तो मैं उसको एकसंपंज नहीं करना हूँ लेकिन यह तरीका अच्छा नहीं है।

श्री रामावतार शास्त्री : तो पूरी चिट्ठी मैं पढ़ दू या छोड़ दू ?

सभापति महोदय : छोड़ दीजिए।

SHRIB.K. DASCHOWDHURY (Cooch-Bihar) : On a point of Order, Sir. It is not clear to me and many other members as to what is wrong in reading out a letter to substantiate the point that the hon. member is making. He is pointing out how thefts are being committed.

MR. CHAIRMAN : He is not reading it in support of what he said. He is raising another matter and reading that letter.

श्री रामावतार शास्त्री : अब जब पढ़ दिया है तो पूरा पढ़ लेने दीजिए।

सभापति महोदय : पढ़िए। आप को उसी में खुशी है तो पढ़ दीजिए।

श्री रामावतार शास्त्री :

"With due respect, I beg to report against the above said representative that so many Y/S wagons have been loaded with theft coal having been stolen from the transshipment wagons for which coal of 29 transhipped wagons have become short and the under-loaded wagons are not being passed since a long time. Hence railways are in great loss

In this connection noted above representative many times have been informed for stopping this practice but he does not give mind on it. Y. M. and Head Weigh Clerk, KDS have also been informed but is of no effect.

Therefore, you are requested to look into the matter personally and take necessary action in this regard at an early date.

Yours faithfully,
Sd/Bhola Ram.
Coal Tindal,
W. B. Kusunda "

इसमें आप को अंदाज लग जायगा कि कि किस तरीके से वैगन से कोयला चुरा कर के नुकसान पहुँचाया जाता है।

इसी तरह से मैं एक और उदाहरण दूँ नार्थ ईस्टर्न रेलवे का। अधिकारियों के मकान की मरम्मत पर 2 हजार रुपया एक क्वार्टर पर खर्च हो सकता है लेकिन दो चार अधिकारियों ने मिल कर 2 लाख 25 हजार रुपया नार्थ ईस्टर्न रेलवे लखनऊ में खर्च किया है। किम तरीके से बरबादी होती है जनता के पैसे की और किस तरह से करप्शन है यह आप जानते हैं और हम यहाँ कहना चाहते हैं कि करप्शन के खिलाफ हम लड़ने को आज भी तैयार हैं और आप का सहयोग करने को तैयार है, बशर्ते कि आप हमारे साथ सहयोग कीजिए, यूनियन का सहयोग कीजिए, कॉन्फेडरेशन का सहयोग कीजिए। कैंटेनरी यूनियन आप को सहयोग करेगी, एम० ई० रेलवे मजदूर यूनियन

महयोग करेगी, नार्दन रेलवे वर्कर्स यूनियन महयोग करेगी, शर्मा जी पता नहीं सहयोग करेंगे या नहीं लेकिन हम उम्मीद करते हैं कि वह भी महयोग करेंगे। तो इस तरह की बातों की ओर आप का ध्यान जाना चाहिए।

मुझे आप से एक और निवेदन करना है कि आबिट्रेशन ने जो एवार्ड दिया है प्रोजेक्ट एलावेमें के बारे में, गरहरा, बरौनी बिलामपुर, कोगुट और दूसरी जगहों में जहाँ जहाँ भी मजदूर इगमे संबंधित हैं उन को यह सहायित दी जाए।

साउथ ईस्टर्न रेलवे के मजदूर स्ट्राइक बेल्ट पर जा रहे हैं। उन के साथ बहुत अन्याय हो रहा है। उन लोगों को पीटा जा रहा है, तरह तरह से तबाह और तंग किया जा रहा है। तो हम चाहेंगे कि आप इधर ध्यान दें ताकि स्ट्राइक बेल्ट लेने की नीबत न आए।

एक बात और रह गई। मैं सवाल ही पूछ लेना है, क्या यह बात सच है कि रेलवे बोर्ड के चयनमन के लड़के गोआ मे फटिलाइजर फैंक्ट्री मे कोई अफसर हैं और क्या यह बात भी सच है कि चेन्ना वासप्पा के लड़के भी इंडियन एल्यूमिनियम कम्पनी बेलगाँव में कोई अधिकारी हैं? अगर हैं तो क्या इन लोगों ने गवर्नमेंट से कायदे के मुताबिक परमीशन रेलवे सर्विस काडक्ट रूल्स के अंतर्गत ली है या नहीं?

दूसरी बात यह है कि क्या यह बात भी सच है कि रेलवे बोर्ड के दो अफसर और एक क्रेज अभी कुछ दिनों पहले रेलवे बोर्ड के अध्यक्ष की पत्नी को लोम्हा में जो गोवा में है, रिमाँव करने के लिए और वापस लाने के लिए दो दिन तक बेट कर रहे थे? अगर यह सच है तो मैं जानना चाहूँगा कि क्या यह बात कर्पणन में आती है या नहीं? यह सरकार के पैसे का बेजा इस्तेमाल करना है या नहीं?

इन शब्दों के साथ मैं इस माँग का विरोध करना है मुझे उम्मीद है कि जिन सवालों को

मैं ने उठाया है अपने भाषण और कटमोशन के द्वारा उन के बारे में आप डीटेल्स में यहाँ नहीं तो लिख कर जवाब देंगे ताकि मजदूर यह समझे कि आप मजदूरों के सवालों के प्रति हमदर्दी रखते हैं और उन की मदद करना चाहते हैं।

सभापति महोदय : एक चीज मैं कहना चाहता हूँ कि डिबेट का लेवल जरा हाई रखा जाय तो ज्यादा अच्छा होगा।

श्री राबाबतार शास्त्री : सभापति महोदय, मैं ने कोई गाली तो नहीं दी है। मैं ने तो क्वेश्चन पूछा है।

SHRI A. P. SHARMA (Buxar) : Mr. Chairman, Sir, when the Railway Minister came before this august House with the budget proposals, I supported them on the ground that it was based on a serious business proposition. I also gave my reasons for the support, namely, when he said that he will not go in for borrowing this year. I am one of those who sincerely feel that the Indian railways are one of the best managed and best-run railways in the world. Recently, I attended the International Labour Conference and there also I had no hesitation to express this view, because I know what was the condition of the Indian railways when the country was partitioned and what is the position of the Indian railways during the last 25 years. But, at the same time, I feel a little bit reluctant to express the same opinion when I am speaking today, not because there is serious deterioration in working of the railways but because there is a gap between the promise and the performance of the Railway Ministry.

I will be mentioning only one point to substantiate this, and that is the provision of a direct train between Patna and Dhanbad. This has become a debatable point and it is a very serious grievance of the people of Bihar. On two successive occasions, once in this House and once in the other House, the Railway Minister gave an assurance that this service will be started. The assurance in this House was that it will be introduced from 1st April, 1972 and the date given in the other House was 26th January, 1972 I know that even arrangements were made

[Shri A. P. Sharma]

for the running of that direct train. As you know, Patna is the capital of Bihar and the importance of Dhanbad cannot be minimised because it is the industrial capital of that area. All the arrangements were made and the General Manager of the Eastern Railway announced that the direct train would be started. I do not know what is the reason for its cancellation or postponement.

SHRI K. HANUMANTHAIYA : The reason is the fourteen days conflict

SHRI A. P. SHARMA : Now the Minister says that the reason was the fourteen days' war. But this was scheduled to start from the 1st of May, for which all the arrangements were made. I would like my statement to be contradicted on facts. I can produce all the facts to show that it was scheduled to start on the 1st of May. All of a sudden, it was postponed. I do not want to charge the Railway Minister with a breach of the assurance given to both Houses of Parliament. But I would request him in all humility to meet this dire necessity of the people of that area, which was agreed to by the railway administration after careful consideration of all aspects. Therefore, I say, on this occasion, we feel very much sore about it. Unlike my hon. friend, Shri Ram Avtar Shastri, who made out so many points, I am not going to make out so many points but I will be contented by making two or three points which I have got to mention in this House.

This morning, a very important question was answered by the hon. Labour Minister and that is regarding the payment of minimum bonus to the workers in this country. As you know, we have the Bonus Act and, under that Act, everybody in this country who is classified as a worker is paid the bonus, but not the railway workers, not the workers of defence installations, not the workers of other Government undertakings which are of commercial nature. Therefore, I would like to say with all seriousness and appeal to the Railway Minister to consider this question because this question of payment of minimum bonus at least to the railway workers is going to assume a very serious form in this country. It will not be proper for the Government to say that the minimum

bonus in the case of other workers should be raised from 4 per cent to 8-1/3 per cent and, when the question comes for the Government to pay the bonus to their workers, the Government will say that these workers will be denied the payment of bonus. Therefore, I would request the Railway Minister to consider this question seriously because this is going to be a very serious problem.

Then, my hon. friend, the Deputy Minister of Railways has sent a note to me and, in that note, he has explained the position as to why it is not possible or it is not necessary to set up the Railway Service Commission's headquarters at Danapur. I can produce all the notes from the Railway Ministry sent to me from time to time on this subject. I do not find that there is any difference in the various notes. It is the same reason, the same argument and the same attitude that it is not possible for the Railway Ministry to concede to this demand of the people of that area. I would request the Railway Minister to reconsider this matter

It is not that we make a demand in this House just for the sake of making a demand. Generally, the people feel that the Members of Parliament or the trade union leaders have become habituated to make demands for the sake of making demands. But that is not the point. It is a serious demand, a serious requirement, of the people of that area. I do not want to go into details now. I hope, he will reconsider this question.

My hon. friend, Shri Ram Avtar Shastri was just now speaking on the question of break in service of the railway employees. I am one of those who have been working for the cause of the railway employees for the last 27 years and I have always upheld their cause...

SHRI K. HANUMANTHAIYA : Without any break in service ?

SHRI A. P. SHARMA : That is correct. I am maintaining the same track; I have not changed my track also. I am always in favour of meeting the demand of the workers and I always work for it. But, at the same time, if they indulge in illegal activity or un-

called for activity, I am one of those who even if I lose popularity, will not care to support such things. All the same, to err is human. People do commit mistakes at times. But for one mistake, one should not continue to suffer throughout one's life. Therefore, the National Federation of Railwaymen have not only taken up the question of condonation of break in service in Barauni for which my hon. friend, Shri Ram Avtar Shastri, spoke, but my Federation has taken up the question of condonation of break in service of the railway employees at different places, at different times. I hope, the Railway Minister will consider this question and come to a conclusion as to what to do in this matter.

16.25 hrs.

[SHRI R. D. BHANDARE in the Chair]

I want to tell my hon. friend, Shri Ram Avtar Shastri, that, on this occasion, when he talks about corruption in the railways, I hold a particular view in this regard. People always talk about corruption amongst railway employees or in the railways. Can anybody say that corruption is prevalent only in Railways and nowhere in the country? On this point there have been many discussions and many differences of opinion. I do not say that because there is corruption in other places, if there is corruption in Railways it should not be removed. But I have never seen in my life—at least I have not seen anywhere in the world—that a Minister who is the head of the Ministry goes on telling that there is corruption, there is damage, there is theft, and invite Mr. Ramavatar Shastri, invite Mr. A. P. Sharma and others, to remove corruption, to minimise the damage, to minimise thefts. I have never seen such a thing happening anywhere. I wanted to make a point. I interrupted Shri Ramavatar Shastri at that time. Let us join together and remove the corruption. He wants the Railway Minister to come to his meeting. That is a very important point which I wanted to emphasize. (Interruption) He wants to invite the Railway Minister for his meeting because that union is not recognised. He wants to make a show before the public that the Minister is at his back and call—'wherever I call the Minister, he has to come; otherwise, I will condemn him.' (Interruption)

MR. CHAIRMAN : The Minister is quite powerful enough to defend himself.

SHRI A. P. SHARMA : I am not defending the Minister. I am saying how this Minister or these Ministers in the Government yield to threats, yield to intimidation, how our friends try to show their influence. Let Mr. Ramavatar Shastri or any other friend join hands with me and let us fight together to remove corruption. But why should the Minister be invited to go there? That is not the way of doing things. (Interruption) That is because they are not recognised; they do not fulfil the conditions for recognition; because they are a categorical organisation; because they are splinter group; they have no following of workers. Therefore, they want to bring the Minister to show to the people that they possess the necessary strength. I do not agree with this kind of intimidation, this kind of method of working in trade union. The Minister is not going to build the trade union. It is the workers and their representatives who have to build the trade union, (Interruption) and they will remove corruption or deficiency or inefficiency among the workers. Therefore, I want to caution the Minister that he should not fall into this kind of trap. He should not yield to this kind of threats.

In the end, I would like to appeal to the Railway Minister and the Ministry to consider all those cases where the workers have suffered so much, whether it is Barauni or Dhanbad or other places. Let us take an overall decision; let us have a package deal, regarding all these problems, whether it is project allowance or break in service then they can be solved; otherwise, piecemeal solution of the problems will not maintain peace in Railways.

With these words, I want to support the Demands; in spite of all these observations, I support the Demands, so that the Demands are passed and the workers get their share. (Interruption)

SHRI RAMAVATAR SHASTRI : We are ready to face the challenge. Take a secret poll and decide the representative character of the union.

श्री जगन्नाथराव जोशी (शाजापुर) :
सभापति महोदय, रेलवे की माँगों के अनुदानों

[श्री जगन्नाथ राव जोशी]

पर सदन में चर्चा हो रही है। अभी मेरे मित्रों ने विभाजन पूर्व की परिस्थिति का उल्लेख किया किन्तु अंग्रेजों के जमाने में रेलवे का जो लक्ष्य था और हमारे सामने जो लक्ष्य उसमें काफी अन्तर है। अंग्रेजों के सामने प्रमुख रूप से केवल दो बातें थी। एक तो भारत जैसे विशाल देश में एक कोने से दूसरे कोने तक पहुँचना, कहीं गडबड वगैरह हो तो शांति व्यवस्था के निर्माण के लिए सेना को इधर से उधर शीघ्र गति से पहुँचना—इसी उद्देश्य से उन्होंने रेलों का निर्माण और उपयोग किया। दूसरा उनके सामने लक्ष्य था भारत की जितनी कच्ची सामग्री है उसको बाहर भेजने के लिए बंदरगाह से बंदरगाह तक जोड़ना जैसे कि मछलीपटम से मार्मागोवा तक हम देख सकते हैं। किन्तु जैसे ही वे चले गए, देश से आजादी आई तो देश के अन्तर्गत योजनाबद्ध तरीके से जो विकास होना चाहिए था वह, दुर्भाग्य के साथ कहना पड़ता है, नहीं हुआ है। हमारे सामने प्रमुख रूप से तीन लक्ष्य थे—सुरक्षा, समृद्धि और सुविधा। रेलवे को इन तीनों कामों में हाथ बटाना है।

जहाँ तक सुरक्षा का सवाल है, देश का विभाजन होने की वजह से देश का जो ऊपरी हिस्सा है, मेरे मित्र ने जम्मू-कश्मीर का उल्लेख किया, जम्मू पहले सियालकोट से जोड़ा गया था किन्तु आज 25 साल हो गए, कश्मीर की समस्या कितनी जटिल है हम जानते हैं, बार बार वहाँ पर हमले होते हैं, अभी अभी टिथवाल में हमला हुआ है किन्तु इतना सब होने के बाद भी सेना पहुँचाने की दृष्टि से जिस द्रुत गति से पठानकोट से जम्मू का रास्ता बनना चाहिए था वह अभी तक भी ठीक नहीं है। जम्मू से माधोपुर जोड़ने का कुछ काम चालू है किन्तु पठानकोट से जम्मू जोड़ने का काम, जो कि एक प्रमुख भाग है, 25 साल में भी नहीं हुआ। यदि हम योजना-बद्ध विकास कर लेते तो 25 साल के अन्तर्गत यह हो जाता।

इसी प्रकार 1962 में चीन का हमला हुआ और हमको पता चला कि असम एक सेंसिटिव भाग बन गया है। असम को जोड़ने वाला लिंक एक ही था। बीच में अब हमारा मित्र बंगला देश पैदा हुआ जिसकी वजह से हमें कई सुविधाएँ प्राप्त हो जायेगी किन्तु पहले एक ही लाइन थी। लगातार हम माँग करते आये कि वहाँ पर डबल लाइन हो, ब्राडगेज हो, जितनी जल्दी हम उसको प्राथमिकता देकर कर सकें उतना अच्छा है किन्तु वह नहीं हुआ। इसी प्रकार से गुजरात है, राजस्थान है। देश का नक्शा यदि रेलों की दृष्टि से देखा जाये तो अजीब बात दिखाई देती है। देश के सारे कोने मीटरगेज में भरे हुए हैं और देश के बीच का जो हिस्सा है वह ब्राडगेज है, चाहे आप दक्षिण में जायें। पूर्व में जायें या उत्तर में जायें। इस प्रकार की सुरक्षा की दृष्टि से जितना यह आवश्यक है उतना ही जैसा मैंने कहा समृद्धि के मामले में भी रेलों का काफी हाथ बटा सकती है। औद्योगिक दृष्टि से देश में जो आर्थिक असन्तुलन दिखाई देता है उसमें रेलों का एक गेज न होना एक बहुत बड़ा कारण है। जहाँ जहाँ पर ब्राडगेज की सुविधा है वहाँ पर उद्योग खड़े हैं। तो यदि एक योजनाबद्ध तरीके से हम अपना लक्ष्य बनाते तो सफल हो सकते थे। अंग्रेजों ने तो जैमा चाहा रेलें बनाईं। कहीं बाम्बे-बड़ोदा सेंट्रल इंडिया रेलवे हो गई, कहीं सदन भराटा रेलवे हो गई और कहीं ग्रेट इंडियन पेनिन्सुला रेलवे हो गई। किन्तु अंग्रेजों के चले जाने के बाद आप एक ठोस कल्पना करते कि समग्र देश में एक ही गेज हो तो 25 सालों में यह हो जाता। तीन योजनाओं में 3 हजार करोड़ रुपये खर्च किया है किन्तु समग्र देश में एक गेज नहीं बनी, सुरक्षा की ओर कोई ध्यान नहीं दिया और समृद्धि का लक्ष्य नहीं देखा। स्वयं मन्त्री महोदय इस बात को स्वीकार करेंगे कि मैंगलूर बन्दरगाह जो है, पोर्ट बनाने की दृष्टि से उसकी तैयारी हो रही है, किन्तु मैंगलूर बन्दरगाह पर आयरन ओर और मैग्नीज कुबरे

मुख-प्रोजेक्ट से आयेगा और वहाँ से मंगलूर को जोड़ने के लिए रेलवे लाइन नहीं है। कुदरे मुख प्रोजेक्ट में तो उसका एक्सप्लायेशन हो जायेगा किन्तु वह वहाँ तक पहुँचे कैसे यह सवाल है? इसी प्रकार से कांडला नया बन्दरगाह बब गया लेकिन यहाँ मीटरगेज है। जो माल वहाँ आता है उसको ट्रुन गार्त से ले जाने की भी वहाँ कोई व्यवस्था नहीं है। इसलिए कह मैं रहा हूँ कि विकास की दृष्टि से जो हांना चाहिए था उसकी ओर रेलवे ने ध्यान नहीं दिया। उस तरफ रेलवे को जरूर ध्यान देना चाहिये। मुझे खुशी है कि मंत्री महोदय ने इस बात को स्वीकार कर के आश्वामन भी जरूर दिया है कि आगे चल कर के देश भर में एक ही गेज होगी, ब्राड गेज बनेगी। मैं ने एक प्रश्न किया था तो मंत्री महोदय ने आश्वामन दिया था कि every thing has been included in perspective plan. उस पर्सपेक्टिव प्लान में देश की सुरक्षा और समृद्धि दोनों की ओर हम ध्यान दें।

तीसरी महत्व की बात है सुविधा। रेलें जनता की सुविधा के लिये हैं, और जनता की सुविधा के लिये यदि हम कुछ करना चाहते तो जरूर कर सकते। जब से नये मंत्री महोदय, श्री हनुमन्तैया आये हैं, एक बात जरूर हुई है, और वह यह कि रेलें ठीक समय पर चलने लगी हैं। इस से यही पता चलता है कि यदि हमने तय किया कि कोई चीज होनी चाहिये तो हो सकती है। मैं अपने अनुभव से बताता हूँ, मेरे बड़े भाई रेलवे में काम करते हैं उन्होंने कहा कि बम्बई-भूसावल पैसेन्जर, जो पहले कभी समय पर नहीं पहुँचती थी, आज कल समय पर पहुँचने लगी है। पहले सदा तीन, चार घंटा लेट पहुँचा करती थी, क्योंकि पैसेन्जर गाड़ी थी, आफन चाइल्ड की तरह थी। लेकिन आज कल वह भी समय पर पहुँचती है। इससे क्या स्पष्ट होता है? यदि हम यह तय कर लें कि कोई चीज होनी चाहिये तो हो सकती है।

पिलफरेज का जहाँ तक प्रश्न है, माननीय रामावतार शास्त्री जी चले गये, यह यादों में बहुत बड़े पैमाने पर होता है। इस का एक

कारण यह है कि जब गाड़ियाँ यादों में ट्राशिपमेंट के लिये खड़ी रहती हैं तभी चोरियाँ होती हैं। यदि देश भर में एक गेज हो तो ट्राशिपमेंट का सवाल ही नहीं आता। मुगल-मराय जैसे बड़े यादों में जो गाड़ियाँ खड़ी रहती हैं वहाँ उन में चोरियाँ होती हैं। वहाँ लोग वहाँ कहते हैं कि यहाँ पर कोई कोयला नहीं खरीदता। चाहे घर हो, दुकान हो, होटल हो, कोई भी कोयला नहीं खरीदता। एक जगह तो यहाँ तक बताया गया कि कपड़ा भी मिल जाता है चोरी का और काजू भी मिला। तो नेशनल कैरेक्टर का सवाल आ कर खड़ा हो जाता है कि क्या देश में यहाँ हवा चलेगी कि मुफ्त में मिलने में ही काम चलना चाहिये? चोरी शर्म का सवाल है। इसलिये राष्ट्रीय चरित्र की दृष्टि से हम को कुछ करना पड़ेगा।

एक सवाल में ने इसी रात्र में किया था कि रेलवे में कितनी चोरियाँ हुई, कितने लोग पकड़े गये, और उनमें कौन कौन लोग है। 1970, 1971 में कितनी चोरियाँ हुई। जो उत्तर मिला उससे स्पष्ट हुआ कि चोरियों की संख्या बढ़ गयी है, चोरी करने वालों में सुरक्षा दल के लोग भी हैं, उनकी संख्या बढ़ी है। रेलवे के अन्य कर्मचारियों की भी संख्या चोरी करने में बढ़ी है। जिन लोगों को सुरक्षा के लिये रखा गया है वे स्वयं चोरियों में सम्मिलित होते हैं। सुरक्षा दल के कर्मचारियों की संख्या भी बढ़ गयी है, घटी नहीं है। जिन को सुरक्षा दल में सुरक्षा के लिये रखा जाता है, उन्हीं की तदादा चोरी करने में बढ़ गयी। तो पिलफरेज बढ़ेगा ही। इसलिये चोरियों को कम करने का एक ही इलाज है देश में एक ही गेज होनी चाहिये। एक कोने से दूसरे कोने तक एक ही गेज हो जिस से 80 प्रतिशत चोरियाँ कम हो जायेंगी। यादों के अन्दर में बहुत बड़ी मात्रा में चोरियाँ कम हो जायेंगी।

दूसरी बात यह है कि इन चोरियों की वजह से रेलवे को जो भुगतान करना पड़ता है यह भी सालों साल बढ़ता है, घटता नहीं है।

[श्री जगन्नाथराव जोशी]

और यह बोझ सामान्य आदमी पर आता है। रेल के किरायों को बढ़ा कर यह किया जाता है और इस की पूर्ति करने की कोशिश की जाती है।

पैसेंजर ट्रेफिक से रेलवे को लाभ नहीं होता, बल्कि गुड्स ट्रफिक से होता है। उसमें भी कमियाँ आने लगती हैं और इसलिये आती हैं जि लोगों को लगता है कि हमारा माल सुरक्षित नहीं पहुँचता। इसलिये लोग अपना माल ट्रकों से अधिक भेजते हैं, जब कि ट्रक से माल भेजना महंगा पड़ता है। इसलिये रेल विभाग को सोचना चाहिये कि जब व्यक्ति का माल रेलवे में मस्ता पहुँचाता है, फिर भी ट्रक से लोग क्यों अपना माल भेजते हैं? कारण स्पष्ट है कि लोगों का माल रेल द्वारा सुरक्षित नहीं पहुँचता। यदि उन को यह अनुभव हो जाय कि उनका माल सुरक्षित पहुँचता है तो वह रेलवे की तरफ आयेंगे।

सरकार यह सोचती है कि अपना जितना पंजा फेंका दिया जाय उतना ही अच्छा है। लोग रेल से अपना माल नहीं भेजते हैं, बल्कि ट्रक से भेजते हैं तो सरकार सोचती है कि ट्रकों को अपने हाथ से ले लें। यानि एक गलती से दूसरी गलती आप करने जाते हैं। वास्तव में गलती कहाँ हुई है उसको नहीं सुधारते। सम्पूर्ण देश में एक मेज का होना अति आवश्यक है, और तभी चोरियाँ रुकेंगी और लोगों में विश्वास पैदा होगा कि उनका माल सुरक्षित पहुँचेगा। रेलों के अन्दर जो चोरियाँ होती हैं इनको यदि हम ठीक कर सकें तो रेलवे को जो घाटा होता है वह कम हो जायेगा।

तीसरी बात यह है कि माननीय नन्दा जी जब रेल मंत्री थे तो उन्होंने 11 सूत्री प्रोग्राम दिया था फ्यूएल की फ्रिजूल खर्ची के बारे में, उसमें कोयले की फ्रिजूल खर्ची बहुत बड़ी मात्रा में है।

तो यह जो फ्रिजूल खर्ची रोकने की दृष्टि से उन्होंने कार्यक्रम दिया था, उसके बारे में मैंने

एक प्रश्न किया था कि उसके ऊपर अमल हुआ है या नहीं क्योंकि उसमें पता चलता है कि फ्रिजूल खर्ची रोकने से काफी लाभ हुआ है। इसलिए मैं समझता हूँ कि यह जो फ्यूएल की फ्रिजूल खर्ची है, इसकी ओर और ज्यादा ध्यान देने की आवश्यकता है।

अब क्योंकि मैं समाप्त करने वाला हूँ, इसलिए यात्रियों को सुविधाएं देने के संबंध में एक बात और कहना चाहता हूँ। अब नई राजधानी एक्सप्रेस शुरू हो गई है। पुरानी तो कलकत्ता तक जाती ही थी। अब नई राजधानी एक्सप्रेस बड़ी तीव्र गति से, बड़ी तेज गति से जानें लगी है, किन्तु मैंने जो सुविधा देने की बात कहाँ थी वह तीसरे दर्जे के यात्रियों को सुविधा देने की बात कही थी, जिन पर ज्यादा भार पड़ता है और लगातार जब से मैं लोक सभा में चुन कर आया हूँ यही माँग करता रहा हूँ कि बम्बई से भुसावल और भोपाल होती हुई जनता एक्सप्रेस गाड़ी चलाई जाय। अब मैं यह देख रहा हूँ कि हफ्ते में पाँच बार डि-लक्स और एयर-कंडीशंड गाड़ियाँ चलाई जा रही हैं। बम्बई से भोपाल होने हुए दिल्ली के लिए गाड़ी क्यों नहीं चलाई जाती, यर्ड क्लास जनता एक्सप्रेस क्यों नहीं चलाई जाती? क्यों नहीं वह चलाई जा रही है? लखनऊ के लिए बम्बई में बड़ा ट्रेफिक रहता है। मैंने इसके लिए भी कई बार माँग की है कि बम्बई से लखनऊ के लिए गाड़ी चलाई जाय, लेकिन नहीं चलाई जाती, किन्तु हमारी आँखों के सामने डि-लक्स गाड़ी चलती है। हमें खुशी है कि डि-लक्स और एयर-कंडीशंड गाड़ियाँ चलीं, बट नाट एट बि कास्ट आफ कामन सेंस। यह हमें मंजूर नहीं है। वास्तव में यर्ड क्लास के यात्रियों को सुविधाएँ मिलनी चाहिए और तीसरे दर्जे के लोगों को ज्यादा से ज्यादा सुविधाएँ देने की ओर ध्यान दिया जाए।

सरकारी कमचारियों के बारे में मुझे क्या कहने की जरूरत नहीं है, किन्तु रेलवे के अन्दर

लोग केजुअल लेबर के नाते दस-दस और पन्द्रह-पन्द्रह साल तक काम करते हैं लेकिन उन्हें पर्मानेंट नहीं बनाया जाता है। तो क्या रेलवे का बड़ा महकमा होने की वजह से ऐसा है? ऐसी स्थिति होने से आखिर उनके मन में असंतोष है कि सरकारी कर्मचारी होने के बाद भी हमें पे कमीशन के अन्तर्गत नहीं लाया जाता और जो सुविधायें दूसरे सरकारी कर्मचारियों को मिलती हैं वे उनको नहीं मिलती हैं। इस ओर भी मंत्री महोदय ध्यान दें।

सभापति महोदय : यह सवाल तो कई दफा सदन में उठाया जा चुका है।

श्री जगन्नाथराव जोशी : मैं इसलिए यह कह रहा हूँ कि जैसे मंत्री जी के प्रयत्नों से गाड़ियाँ ठीक समय से आने लगी हैं, उसी तरह से सारे महकमे को ठीक करने की दृष्टि से मंत्री महोदय इस ओर भी ध्यान दें। इन शब्दों के साथ मैं समाप्त करता हूँ।

SHRI K. NARAYANA RAO (Bobbih) : I have to make a few proposals for the consideration of the Railway Ministry. So, I do not want to enter into other details, but I shall confine myself to a few suggestions which the hon. Minister may consider seriously.

Since the capital of Andhra Pradesh is situated at Hyderabad, many people are finding it extremely difficult to reach the capital expeditiously because there are not many fast-moving trains to reach Hyderabad. I, therefore, request specifically that the present Golconda Express connecting Hyderabad and Vijayawada may be extended on one side towards Ichchapuram and on the other to Gudur.

Similarly, the people of Andhra Pradesh are finding it extremely difficult to reach Bombay, because there is no fast-moving train between Secunderabad and Bombay. I, therefore, request that a mail service be introduced between the two coastal towns of Visakhapatnam and Bombay via Secunderabad.

The DVK Railway largely caters for the carriage of iron ore. I request that the DVK

railway line may be connected with Visakhapatnam through Kazipettah as this will considerably reduce the mileage of travel between Calcutta and Hyderabad and it will also reduce the traffic bottle-neck on the main line between Howrah and Madras.

These were the few suggestions that I wanted to make, and I hope and trust that the hon. Minister will kindly consider them and see that justice is done.

SHRI MANORANJAN HAZRA (Arambagh) : While the Prime Minister is going to celebrate the bi-centenary of India's great son, Raja Ram Mohan Roy it is very painful for me to point out that the birth place of this great son is going without a railway line. Of course, it is within my constituency, and I must look to the interest of the people of my constituency, and, therefore, I would request the hon. Minister to look into the matter.

Secondly, it is high time the authorities took up the question of the grievances of the employees who have been working in the railways. As regards casual labour, after the completion of a scheme, they are being retrenched everywhere, in the Eastern, South Eastern and Northern Railways. Thirdly, I would request the hon. Minister to make an end of the practice of the break in service rule.

Fourthly, I want to give some information to the hon. Minister. In the DSK office situated in the Garden Reach area of the South Eastern Railway, there was an honest officer by name Shri Sudhir Kumar Guha Majumdar who retired on 13th May last, but it is strange that all the dues to which he is entitled to get have been withheld on the plea that some irregularities have taken place in respect of his work. He has served the DSK office for the last 30 years without any complaint being instituted against him, but after his retirement when he has come out of the office with honour and dignity and who was loved by all at that time, his dues have been withheld. This is nothing but penalising him and his children. Due to this ill-treatment he attempted to commit suicide. He is a friend of mine. Having been informed about him, I air-dashed to Calcutta and went to his house. He has been remo-

[Shri Manoranjan Hazra]

ved to hospital and probably he will regain consciousness. This kind of thing is going on everywhere. I would request the hon. Minister to look into it.

Fifthly I would urge upon the Minister one thing. The DEN office at Malda is going to be shifted to Katihar. Nearly 500 people will be affected. I would ask the hon. Minister to kindly take note of the hardship that will be caused to them and remove it.

SHRI R. N. BARMAN (Balurghat) : Sir, I rise to support the demands for grants relating to Railway Budget for the year 1972-73.

While taking part in the discussion on Railway Appropriation Bill. I should like to draw the attention of the Hon'ble Minister in-charge of Railways to one important aspect for which I am trying since my entry into this august House.

The area comprising my constituency is the most backward area in the State of West Bengal, and it is known as West Dinajpur District. This District is 325 KM in length from one end to another, but the Railway line through this District covers only 32 Km and that too is not linked with the line which runs through Calcutta.

The demand for establishing a railway line in this District which felt the brunt of Partition in many ways is a very old one. Many former Railway Ministers including the late Prime Minister, Shri Lal Bahadur Shastri visited this area and assured the local people that the District will be connected with the main railway line. This promise was made at Balurghat headquarters of the District. Shri Jagjivan Ram, when he was the Railway Minister, also went there and met the people of Balurghat, the District Headquarters and assured them about providing the railway connection. Subsequently, a survey was conducted in 1949. Sir I am sorry to point out that inspite of all these promises and assurances, nothing positive has been made so far in this direction.

Sir, if one considers it and makes an objective and pragmatic approach to the

problem, one will see that this District has no proper line of communication worth mentioning. It has a lengthy border running along Bangla Desh and its strategic importance was appreciated during the recent Indo Pak war. West Dinajpur is known as the granary of North Bengal. Since the days of partition a heavy concentration of migrants from the then Pakistan have doubled the population of this District. Recently the district has been declared as a backward area and is entitled to have financial help for establishing industries under the Central Government Schemes.

In view of these facts nobody would deny the utter necessity of a railway line connecting the district headquarters and other parts of this district to the State Headquarters. It is feasible if a railway line is constructed from Maldah to Balurghat via Gazol. I may suggest that the line may further be extended to Hili to link up with Bangla Desh. I stress that a Broadgauge Railway line should be constructed without any further delay. Not one, but all the Railway Ministers have felt the necessity of it. A former Deputy Chief Minister of West Bengal urged upon Central Government to do the same. A representation to that effect was also made to Prime Minister, Smt. Indira Gandhi by a deputation, when She addressed a Public Meeting at Balurghat during last election.

Sir I am sorry to say that the Government is not responding in the expected way. In a reply to my letter recently; the Railway Minister has informed me that an up-to-date survey is necessary and some amount for this survey has been allocated in the current Budget. But that is not all. When the survey is going to take place, I would like to have a categorical reply. How much time it will take to complete it? When the Government will make up his mind? I want a clear-cut answer for all these things from the Hon'ble Minister. 23 years have passed since the survey conducted in 1949 and no fruitful results have emerged so far. Sir, I demand that no further time should be wasted in this connection. Let the task be completed immediately. What is the hitch to include it in the 4th Five Year Plan. Why

not all preliminary things be completed without further delay.

Sir, I want to mention one more point. That is about wagons and their movements. Only the other day, we discussed about power crisis. We all know, how due to shortage of coal supply power stations became useless. There is no dearth of coal. In my own State, huge coal stock has been piled up near pit holes. Due to paucity of wagons it cannot be moved with the result it is posing serious problems to all concerned.

Same is the case with Bihar and according to the Chief Minister of Bihar, wagon problem is causing serious concern. I do not want to go in details. I want to point out that there is lack of planning and co-ordination in the Ministries. The Minister himself had admitted that there is no dearth of wagon--then Sir, why this crisis exists; why speedy movement of wagon is not possible, what prevents the Railway Authorities to put an end to this unbearable situation?

Sir, I can tell the Minister, whatever may be his explanations, if he does not get rid of this wagon crisis, the whole industry will collapse. I hope, he will realise it and rise to the occasion and solve this problem immediately.

*SHRI M. M. JOSEPH (Peermade) : Mr. Chairman, Sir, the biggest railway system in Asia is in India. The Central Government and millions of our people are proud of it. When you take into consideration the needs of our country it is doubtful whether compared to other countries our railway system is in the fore front. Our railway system is very much interlinked with the development of agriculture and industry. In the last 25 years our country has made tremendous progress in the field of agriculture and industry. I charge that corresponding development has not been made in the railway system of this country. To import the raw materials required for agricultural and industrial development and also to export agricultural and industrial products a lot of progress has to be made in the wagon supply position of this country. As a member of the Consultative Committee,

Sir, I have received a number of representations from the people, but I would like to bring only a few of them to the notice of the hon. Minister on this occasion.

Molasses required for the distilleries in Kerala is got from Andhra and Madras. It is true that very recently, some two months back a situation emerged where the distilleries of Kerala had to be closed down for want of molasses. Another thing is, Kerala is a State which abounds in forest wealth. There are many saw mills and timber industries in that State. Because those mills and factories in south Kerala did not get the required raw materials and also the facilities to export their finished products they had to close down. Similarly, in central Kerala, especially in Chalakkudi and other places, tile factories had to be closed down because wagons were not available in time for export of finished products and import of raw materials. Even though as a member of the Consultative Committee I had brought this matter to the notice of the hon. Minister but also to the Divisional Manager in nothing has been done to remedy the situation.

Sir, I cannot refrain from saying a few words about passenger amenities. For the passengers from Delhi to Kerala there is only one Cochin-compartment daily provided by the railways. Even in that compartment half the seats are reserved for passengers going to places north of Madras. For the Keralites who are working in the capital of India, whenever they want to go to their native place on leave it is a fact that they will get railway reservation only after their leave has expired. Today, Sir, the position is that even after waiting day and night for twenty consecutive days a man who wants to go to Kerala does not get any reservation. I will tell my own personal experience. For a friend of mine I tried to get a ticket by a train leaving Delhi to Cochin on or before the 28th of this month. I tried in the Parliament House booking office as well as in the New Delhi Railway Station, but I was told that no reservation was available till the 28th. That same friend when he paid some money to the travel agents got reservation for the 25th. This is the tragedy. Arrangement should be made to attach at least two

* The original speech was delivered in Malayalam.

[Shri M. M Joseph]

direct compartments to Cochin with all the trains going to the south.

17 hrs.

In the new Railway Report mention has been made about some new lines. When I talk of railway lines I have to mention painfully certain things. For a very long time the people of Kerala have been demanding one or two more railway lines. They have sent representations with the signatures of lakhs of people. They have also represented through their elected representatives. I myself submitted a representation to the Railway Minister. The high ranges in Kerala produce the maximum amount of cash crops which earn 40 per cent of the foreign exchange for India. Recently a new district by the name Idikki has been formed taking into account the importance of this area. I submitted a memorandum to the Railway Minister requesting him to lay a railway line through this area. I was surprised to receive a prompt reply. On verification I realised that there was a reason for such a prompt reply. In the report it is mentioned that 28,000 compensation cases are pending for disposal and two lakh representations are pending where the parties have complained that they had been over-charged. I was complaining that the officers of the Railway Department were showing indifference and neglect of duty and that was why I got a prompt reply. What was the reply? The reply was that because the area is situated at a high altitude the railway line even if constructed will not be economical. I was thinking whether Simla, Ootacamund and Nilgiris are plain areas and therefore no difficulty was felt in having railway lines there.

Sir, two more railway lines are an urgent necessity in Kerala. They are : from Punalur via Ranni and Kumali to Madura, and from Ernakulam through the high ranges to Madura. The agricultural production and cash crops in these areas justify these two lines. Last year, Sir, more than ten lakhs of people visited Sabari Mala which is a place of pilgrimage. This is mentioned in the report of the State Government and also in the report of the Tourist Department. People are yearning to see the beautiful Game San-

ctuary at Thekkadi in Kerala. Therefore, Sir, I request the hon. Minister to take up the work of these two lines.

Before I conclude, I have to say something about the workers. Something has been mentioned in the report about the casual labourers. People working in the kitchen cars for eight and ten years are still temporary. People working in railway canteens for twelve years have not been made permanent. In the report it is mentioned that people from casual labourers will be made permanent but newly recruited people are confirmed and the casual labourers continue as temporary workers. I invite the attention of the hon. Minister to this matter and request him to take the necessary action.

SHRI N. SHIVAPPA (Hassan) : Mr. Chairman, Sir, it is very unfortunate that I have to commence my deliberations on these demands, or support these demands, with certain figures which are going to establish the pathetic condition of the functioning of the railways. I am going to quote figures which are available in the documents supplied by the railways. During the year 1970-71 the compensation paid for pilferage is Rs. 5,35,11,646. The income during the same year by way of goods transport was about Rs. 6,00,12,000. If this is the position why should we run these trains at all? Why is the pilferage on such a large scale? This is a very important question which the Minister will have to answer. People at the helm of affairs should consider this problem in all seriousness and find solutions in the interests of better administration. We see a ray of hope of some good administration, though not the best administration, because of the efforts made by an efficient person like Shri K. Hanumanthaiya, ably assisted by his Deputy. With regard to punctuality in the running of trains, with regard to so many other improvements made, we congratulate them and the country also will congratulate them. But, at the same time, we seek their indulgence, a little more effort, to see that their attention is given to a very concrete thing of this nature where they can save at least this pilferage. Can it be possible to have mesmerism and save all this money or to avoid this pilferage? It is possible. They

should give their attention to the fact of amending article 311 of the Constitution.

Why it should be done is a simple question. If our Ministers are going to give their little attention to the Santhanam Committee Report and to the A. R. C. Report, something can be done in this regard. The Railway Minister himself was the Chairman of the Administrative Reforms Commission. The Commission has made many recommendations. I would like to quote one of their recommendations. It says :

"Article 311 was recently sought to be amended with a view to dispense with the requirements of a second opportunity. This Committee supported the proposal and also expressed the view that the proposed amendment was not adequate and that in order to ensure speedy action, Parliament should have the power to regulate by Law all matters relating to an enquiry against a Government servant including the jurisdiction of courts in relation to such inquiry. We recommend the addition of another clause to Article 311 in the following terms :

Notwithstanding anything contained in parts III, IV and VI of the Constitution, Parliament may, by law, regulate all matters relating to such inquiry as is referred to in clause (2) and action taken thereafter, including the jurisdiction of courts in respect of proceeding relating to such matters."

Another thing that the A. R. C. recommended is the following :

"We recommend that where the volume of work in connection with the departmental enquiries justifies the appointment of a separate officer for a Department or a group of officers or for a region, a separate, whole-time officer fully trained for conducting disciplinary proceedings may be appointed."

Then, in their report on Railways, the A. R. C. made the following recommendations :

(1) "A time limit should be prescribed for the completion of investigation of vigilance cases by the Special Police Est-

ablishment and the Central Bureau of Investigation.

(2) The heads of Departments should review, every six months in consultation with the concerned investigating authority, all such cases. In the course of this review, where the disposal of a case has been delayed, beyond three months, the reasons for such delay should be specifically looked into and decisions should be taken as to the best method of accelerating disposal."

So, these cover two important things in cleaning the administration and in avoiding pilferage and, at the same time, helping the labour section, the working section. Who are the persons responsible for pilferage ? On the one hand, some officers and some of the sections of officials are at connivance with other persons who commit such pilferage. They are also partly or mainly responsible. There may be certain innocent persons who may be have-nots or who may be doing it for the sake of their belly. Then, there is a particular section of people who want to take compensation and, at the same time, recover the articles. Who are they ? They are the big business people. They will have a transportation of these articles from one side to another. They are hand in glove with the officers.

Now, if you do not pass a stringent law, if you do not implement a particular system of law which you have adopted and which you have accepted, the purpose of your helping the labour section on the speedy disposal of their cases will not help the administration and the pilferage will not stop. Thereby, again, strikes, will be there or some official will sit on the railway line and the train will not pass. So, the punctuality may not be there and so many other disturbances will be there.

It is a must that the Santhanam Committee Report and the A. R. C. Report be taken into consideration. A constitutional amendment is a must. If that is done and if that is implemented, I think, this pilferage which is taking a toll of about Rs. 5-6 crores which the entire income of goods traffic in this country will be saved and the public money will be saved. It will be improved and that

[Shri N. Shivappa]

improvement has got its own significance. I am not going to participate on that particular subject to-day as my time is very limited... (Interruptions) This is my humble suggestion to the Railway Minister and I hope he has got the efficiency and the courage and we have now the majority and the country has reposed confidence in us. There is nothing barbaric to introduce a Bill of the nature I mentioned and thereby the country will get the benefit; the labour section will get the benefit. The administration will be cleaned and in fact the credit goes to the country and it will go to the administration and it will go to the Railways.

I am coming to a very unfortunate thing. Our friend, Mr. Joshi, has touched a little about this point—conversion of metre gauge into broad gauge. We are planning our thing on two important bases on the nation-wide basis. Talk off or take-off. About irrigation with which is very much concerned the masses of our country, we are only talking about linking the Ganges with the kaveri. If we talk about Railways, we are only talking of linking by broad gauge Cape Comorin with Kashmir. I don't know when this broad gauge will come and when this Ganges-Kaveri link will come about. But if concerted effort is made in these two directions with sincerity, I do hope that more progress will be made. Consequently, we request the hon Minister that his efforts should be there at least and if there are any bottlenecks, why not the Government or the Railway authorities or the hon Minister come forward and tell us that this is the bottle-neck and why not they reveal the real bottlenecks to this House. If there are real bottle-necks and we cannot go ahead, we should not give an assurance to the people.

So far as this Board-gauge conversion is concerned, from south to north there should be a broad-gauge line. Where is it? Again from the East Coast to the West Coast only big cities have got direct connection like Bombay, Madras, etc. Mangalore port is now coming up. Our hon Minister, Mr. Hanumanthaiya, has visited Mangalore so many of his constituency times and particularly the harbour there. There is the Kudramukh iron ore. It is in the hinterland. So these backward areas are to be improved. Poor unemp-

loyed people are to be given employment. Even railways can give a lot of employment. Backward areas can be improved by the Railways. How is it that once they have taken up construction, what is the fun of only having a road? Having constructed a broad gauge track and having constructed bridges and tunnels and other things, the funny answer given is, 'We are fixing metre gauge.' What a narrow view is this? I cannot understand this funny thing. They have constructed a broad gauge road but they are fixing the rails for metre gauge without fully using the land. I do not know.

Right from Madras to Mysore there should be broad gauge. Once upon a time during the British regime there was metre gauge line from Bangalore to Madras. Sir, in the whole of the Karnataka area, only 307 km of railway line is there. Compared to other States, this is very low. It is so unfortunate that Mysore people's politeness and sobriety have probably been misused by all the central agencies and I have to pass this unfortunate remark on the central authority. It is most unfortunate.

SHRI P. Y. VENKATASUBBAIAH (Nandyal): But it has been adequately compensated now.

SHRI N. SHIVAPPA: But they are not prepared to fix the rails.

Then there is the Hasan-Mangalore line. They want to connect the East and West Coasts. The Kudermukh area gives about 10 million tonnes of iron ore every year and that has to be exported. We are also exporting Rs. 30 crores worth of coffee, and we are earning foreign exchange. The question is how we are to transport it from Chikmagalur, Shimoga and from the other hinterland areas. We are also exporting about 20 million tonnes of manganese and iron ore right up to the port and that has to be transported only through this particular area. So, the question is how to connect it with the port. An additional survey has to be made to extend the line from Kadur to Chikmagalur and to Sakleshpur so as to link it with the major line. This is the line which can develop the southern region of Madras and

Karnataka. The Mangalore Fertilisers and other concerns are coming up. The question of transshipment gain comes up. The only means to transport all the fertiliser production is this particular line, namely the Malnad line. This is a backward area where only 9 per cent of the people are have's and the rest 91 per cent are have-nots. It is only this line which can help us to develop. We seek, therefore the indulgence of the hon. Minister and we hope that he will do something very constructive. He should look into the pathetic condition of the people. Once they had chalked out a programme and they were committed to finishing it by the target date. But what is the amount that they have invested? They had estimated about Rs. 28 crores about eight years back and the target was to complete it by 1972. We are already in 1972, and about Rs. 12 crores has been spent out of the Rs. 28 crores estimate made about eight years ago. If today a revised estimate were to be made, it would come to something like Rs. 35 to 40 crores. So, this delay is going to cause a loss to the country and to the State. Whoever may be responsible for it, it can be only the engineers or officers, and certainly not the Minister, and they should be held responsible.

We want to see that these projects are taken up quickly and completed. There should also be a speedy completion of the conversion. What is the conversion cost from metre gauge to broad gauge? I think it would be about Rs. 1 lakh rupees. If I am wrong, I may be corrected.

They are taking coal right from Bihar to my southern zone. We cannot imagine why they should take the trouble to transport coal to the south when we have got plenty of electric power available there. I cannot understand why in such circumstances, the trains in the south should not be electrified. When there are diesel engine manufacturing centres in the north, and when there is a lot of coal available in the north and the trains can easily move with the help of coal, I do not know why coal and diesel engines should not be run there. In the Western Ghat area and the hill parts, surely a coal engine does not have enough traction capacity to pull things up. So, what is the use of running a coal train there? Why can we not employ our considerations of economy there. I hope, therefore, the hon. Minister will use

his discretion and see that railway economy is further strengthened and there is improvement of services in the southern zone.

Very recently it was reported that for three days, all the goods trains were stopped in the southern zone, because of shortfall in the transshipment of coal. I do not know why electrification should not be done in the southern zone.

I have got some more points to make...

MR. CHAIRMAN: He has taken 15 minutes already, and he should conclude now.

SHRI N. SHIVAPPA: I am concluding. Sir. Since the hon. Minister of Railways hails from Mysore, so far as the conversion is concerned, probably he may be having the feeling that if he does any conversion in Mysore, the people from other States may criticise him and accuse him of partiality to his own State. Actually, I would submit that he is not helping my State at all. This is my serious charge against him. We, the people belonging to Mysore are also part and parcel of the country. And yet no conversion to broad gauge has been done in Mysore, and no improvement has been made there. I hope that at least this year there will be a better improvement in Mysore and new line surveys will be made.

SHRI D. N. TIWARY (Gopalganj): I am not going to make big demands. I will be satisfied with small things done for the common man by the railways.

In our region, there are many stations which have low platforms or no platforms. The result is that when travellers, specially women and children get down, they fall down and get hurt. There are many stations like that, Pahlesaghat, Sitalpur and so on. The train stops there for two or three minutes and the passengers in a hurry get down, fall and get hurt. It will not cost a big amount to build proper platforms on these stations or to raise the existing platforms to the proper height.

The second thing is about improving the condition of the approach roads to stations. They are at present in a miserable condition.

[Shri B. N. Tiwari]

These roads are the responsibility of this Ministry. They have to keep them in proper condition. Passengers may come to the station on foot or in vehicles. But in the rainy season, the vehicles cannot get to the station. So the passengers cannot reach the station. These roads have not been repaired. This should be taken up.

The third point is about holding periodical meetings of the Consultative Committee. Many of these problems can be discussed in the Committee and settled instead of raising them in the House. During the budget session there should be two meetings and during a brief session there should be one meeting.

श्री हुकम चन्द कछवाय (मुरेना) :
सभापति महोदय, मेरा व्यवस्था का प्रश्न है।
गणपति नहीं है सदन में।

MR. CHAIRMAN : The bell is being rung—Now there is quorum. He may continue.

SHRI D. N. TIWARY : Fourthly, the Railway Minister must honour his promises. Six months ago in this House he assured me that he would discuss with me about the Sonapur DS Office. I have reminded him several times. He has not even collected the papers to discuss the matter with me. I do not know when the time will come for me to discuss it because this is the crying need of the area. In the whole NER, there is only one DS office in Bihar. I do not want to cut the DS office anywhere. But I think that this area requires two DS offices, one at Samastipur and the other at Sonapur. The matter was raised here several times. When Nandaji was the Minister, he sanctioned the post of an area officer, but he has got no powers. I told the Minister in this House that the area is a quite superfluous entity. At least there should be a Deputy DS office or something like that opened there so that the people and the merchant community may take their grievances to him and have matters rectified. The hon. Minister has not got time to call me and talk over this matter. I ask him to remember his assurance and collect the papers. For the last six months, no call has come to me.

There is a ferry service between Pahlesghat and Mahendru ghat. Three ships were running. One was repaired at a cost of Rs. 1.40 lakhs. I do not know what were the repairs. Some outside repair was done but the machinery is the same. It has been grounded now. The second ship, Jamuna, is also going to be grounded. So, there is only one ship and it has to make eight trips this side and eight trips that side. It cannot make so many trips. The result is that damaged ships under repair are pressed into service. The passengers are to suffer; they have to remain for four or six hours on the jetty. The Minister has gone there and seen it and ordered the repair of the ship. What did the officers do, I do not know. A ship repaired at a cost of Rs. 1.40 lakhs is not working. This has to be looked into so that passengers from North Bihar could have regular connection.

The second matter is ghat to ghat booking. I know that Bihar Government also comes in, in this matter. But how much revenue the railways are losing? The passengers get a ticket from Pahlesghat to Begampur paying a fare of Rs. 1.10. Pahlesghat to Mahendru ghat, the fare is Rs. 1.75 p. On every ticket the passenger coming from the ghat to board the steamer, the railway loses 65 or 70 paise. That comes to some lakhs in a year. You are losing some revenue. Even if you are to give some compensation to the Bihar Government to resort to ghat to ghat booking, that will be beneficial to the Railway and passengers. Apart from losing revenue, you are giving trouble to passengers. Such passengers who do not know the trick, they go without ticket and a penalty of Rs. 10 is levied on them. Or, they pay something to the ticket collector and the Railway does not get anything. These are simple things which could be done; and the Railways need not incur huge expenditure for improving these things.

In his Budget speech he has praised the services of railwaymen I agree with him. They have done a good job in the last Indo-Pak war. Then, you should also take into consideration their facilities. Some railwaymen have been posted in other zones. When there is some trouble in the family, they do

not reach their home and their family members had to spend time and money if they want to go their homes. Why not transfer them to their, zones from where it will be easier and quicker to reach their homes in case of trouble or to the zones in which their houses are or their families reside, This will give many railwaymen great comfort and their family members some solace. Suppose the father of a railwayman is ill, and he gets a wire, he could not reach home quickly if he is posted in some other distant zone; maybe, his father might have expired before he reaches home or his illness might have deteriorated. The Railway loses nothing and you also treat him in a good way and remove his difficulties. This is a matter on which no expenditure need be incurred. By doing this you will be satisfying the railwaymen. I do not know why this is not done. Once when Nandaji was minister, I told him and he agreed that this should be done. If a man belonging to Bihar is posted at Bombay and if he wants a transfer to the zone near his place, what is the harm in transferring him? This should be considered.

With these words, I support the Demands.

सभापति महोदय : श्री राजदेव सिंह ।

डा० लक्ष्मीनारायण पांडेय (मंदसौर) : प्वाइंट आफ आर्डर । सभापति महोदय, माननीय रेलवे मंत्री महोदय बड़े आनन्द और बड़े आराम से यहाँ पर सारी कार्यवाही को सुन रहे हैं । लेकिन पश्चिम रेलवे के रतलाम डीजल शेड में कर्मचारी भूख हड़ताल से मर रहे हैं । उनकी जान संकट में है । उनकी कोई सुनने वाला नहीं है । आकिसर्स आउट हैं । उनके साथ बड़ा दुर्व्यवहार हो रहा है । हर तरह की अनियमितता और भ्रष्टाचार सब कुछ वहाँ है । उसके बारे में कोई सुनवाई नहीं हो रही है । सैकड़ों कर्मचारियों की जान पर बीत रही है । ऐसा लगता है कि वह कर्मचारी अनशन के कारण मर जाएंगे और मंत्री महोदय उस तरह कोई ध्यान नहीं दे रहे हैं । वह तीन दिन से भूख हड़ताल पर हैं । उनकी समस्या का तुरन्त निराकरण जरूरी है

सभापति महोदय : इसमें कोई प्वाइंट आफ आर्डर नहीं है । आप बैठ जाइए ।

डा० लक्ष्मीनारायण पांडेय : मेरे पास अभी यह टेलीग्राम आया है :

DIESEL ENGINEER PRAMOD KUMARS ATROCITIES IRREGULARITIES ON PEAK. RATLAM DIESEL SHED STAFF ON HUNGER STRIKE. THIRD DAY. SHED BURNING, SITUATION VERY IMMINENT AND BEYOND CONTROL. OFFICERS OUT. REQUEST POST HASTE ACTION AND REDRESSAL DEMANDS. TRANSFER PRAMOD KUMAR AT ONCE.

DIESEL STAFF AND SECRETARY
PASHCHHIM RAILWAY

सभापति महोदय : अब आप बैठिए । कोई प्वाइंट आफ आर्डर नहीं है ।

श्री हुकम चन्द कछवाय : मंत्री महोदय नोट नहीं कर रहे हैं ।

सभापति महोदय : वह नोट करेंगे या नहीं करेंगे, यह उनकी ड्यूटी है । जब हमने एलाऊ किया है तो नोट करेंगे ही । आप मेहरबानी करके बैठिए । आप क्यों दायरे के बाहर चले जाते हैं ?

श्री राजदेव सिंह (जोनपुर) : सभापति महोदय, आप ने जो मुझे रेलवे मंत्रालय की मांगों पर बोलने के लिए मौका दिया उसके लिए मैं आप को धन्यवाद देता हूँ । इस सदन में कुछ ऐसा कन्वेंशन चल पड़ा है कि रेलवे मंत्रालय की मांगों पर आम बहस हो सके मांगों पर विचार हो, हर एक मेम्बर रेलवे के समक्ष कुछ मांग रखता है । उन मांगों का टोटल करके देखा जाय तो 50 करोड़ से 80 करोड़ रुपये हों तब मेम्बर जितनी मांगें अपनी बहस के दौरान करते हैं वह पूरी की जा सकती है । सब हम मांग करते हैं तो हमारा यह भी कर्तव्य हो जाता है कि हम रेलवे के फाइनेंस की तरफ भी देखें । उसे जो घाटा है और जो उसमें कमियाँ हैं जिनके

[श्री राजदेव सिंह]

कारण उसे घाटा हो रहा है उसकी तरफ भी हम दिमाग लगाएँ और कुछ मुआव हो सके तो मंत्री महोदय को दे। सबसे पेशानी की चीज यह है कि रेलवे में चोरी दिनों दिन बढ़ती चली जा रही है। अभी थोड़े दिनों पहले अखबार में निकला था कि मोगलसराय में दो तीन लाख की रोज चोरी होती है और उसको रोकने के लिए सारा स्टाफ वहाँ से हटाया जा रहा है। यह एक बड़ा अच्छा कदम है वहाँ से चोरी को रोकने के लिए। लेकिन उसमें क्या हुआ यह पता नहीं। चोरी जो गवर्नमेंट माल बोली है उसमें होती है और गवर्नमेंट की प्रापर्टी पर होती है। चोर पकड़े भी जाते हैं, कितनों को सजा होती है, कितनों को नहीं होती है, मानूम नहीं। मैं मंत्री महोदय से अनुरोध करूँगा कि रेलवे एक्ट में अगर बड़ी सजा की गुवाइश नहीं है तो वह अमेडमेंट लाय और पूरा सदन उसमें उनका साथ देगा। रेलवे में चोरी बन्द होनी चाहिये, वह देश के लिये और इस सदन के लिये बड़ी चिन्ता का विषय है।

दूसरा बाटा जो रेलवे में होता है वह बिना टिकट के यात्रियों से होता है। बिना टिकट के यन्त्री कौन लोग होते हैं—थोड़े पड़े लिखे लोग, मनचले लोग और कुछ शहरो के विद्यार्थियों को भी इनमें शामिल किया जाता है। विद्यार्थियों के लिये मेरा कहना है कि विद्यार्थी गरीब घर के होते हैं, पाँच छः मील उनका स्कूल पड़ता है, साइकिल उनके माँ-बाप उन्हें नहीं खरीद सकते, इसलिये कुछ ऐसा कन्सेशन टिकट उनके लिये चलाये जो बहुत कम कीमत पर हो, ताकि विद्यार्थियों की आदत पड़े कि वे भी टिकट खरीद कर चलें। उनके लिये कोई बहुत कम दाम का सीजनल टिकट चलायें, मंत्रालय जितना सस्ते से सस्ता उसको कर सकता है, करे। इससे बिना टिकट चलने के बजाय, पैसा देकर चलने की आदत पड़ेगी।

दो साल पहले इसी उखड़ में मैंने मंत्री महोदय का ध्यान एक बात की तरफ दिलाया

था और जहाँ तक मुझे मालूम हुआ है, अभी तक उस दिशा में कोई काम नहीं किया गया है। हमारे यहाँ एन० ई० रेलवे की एक ब्रान्च लाइन है—जौनपुर-औड़िहार, इस पर तीन गाड़ियाँ जाती हैं और तीन गाड़ियाँ आती हैं। पहली जाने वाली गाड़ी और आने वाली गाड़ी पर तो स्टेशनों पर टिकट ईशू होते हैं और जब स्टाफ उन टिकटों को क्लैक कर लेता है और जब दूसरी दो ट्रेनें चलती हैं तो उन्हीं टिकटों को भुमा फिरा कर ईशू किया जाता है। जिसका नतीजा यह होता है कि एक तिहाई आमदनी सरकार के पास आती है और दो तिहाई आमदनी रेलवे स्टाफ की जेब में आती है। मैंने खुद अपनी आँखों से इसको देखा है।

दूसरी शिकायत यह है कि बुकिंग विन्डो गाड़ी आने के आधा घन्टा पहले खुलनी चाहिये, लेकिन गाड़ी के आ जाने तक भी वह बन्द रहती है। जो लोग टिकट लेना चाहते हैं, वे टिकट ले नहीं पाते और गाड़ों साहब के डिब्बे के मामले भीड़ खड़ी रहती है। मैं चाहता हूँ कि इस पर थोड़ी मुस्तैदी दिखाई जाय। आज यह कहा जाता है कि हमारी जो 72 ब्रांच लाइनें हैं, वे अलाभकर हैं, कभी कभी उनको तोड़ने की बात कही जाती है। लेकिन अगर हम मुस्तैदी के साथ इनकी चैकिंग करे, जाँच करे तो ये लाइनें आमदनी देने वाली लाइनें साबित हो सकती हैं ...

श्री के० हनुमन्तया : कौन सी लाइन ?

श्री राजदेव सिंह : एन० ई० रेलवे की जौनपुर-औड़िहार लाइन।

तीसरी बात—हमारे जितने स्टेशन् हैं, उनमें कम से कम तीन—बीघाई संजवा वे—साइड स्टेशन् की है, जहाँ गाँव के लोग आते हैं और चढ़ते हैं, लेकिन वे स्टेशन्ज बिलकुल नेग्लेक्टेड हैं। बहुत से स्टेशन्ज तो ऐसे हैं जहाँ कोई साये का प्रबन्ध नहीं है, शंख का इतनाज होना चाहिये। जहाँ पानी का इंतजाम नहीं है। वहाँ पानी का

इंतज़ाम होना चाहिये। अगर बिजली की लाइन नजदीक से गई है और मैं समझता हूँ करीब करीब सभी स्टेशनों के नजदीक से गई है, तो टिमटिमाती रोशनी के बजाय बिजली की रोशनी बहा करनी चाहिये ताकि मुसाफिरों को दिक्कत न हो। मैं यह भी निवेदन कर दूँ कि इन वे-साइड स्टेशनों पर जो लोग चढ़ते उतरते हैं, वे प्रायः गांव के लोग होते हैं जो बिना टिकट कभी नहीं चलते हैं। अगर उनके पास पैसा नहीं है तो वह नहीं जायेंगे, पैदल चलेंगे, लेकिन बिना टिकट रेल में पैर नहीं रखते। ये वे स्टेशन हैं जिन से हमें आमदनी होती है। बिना टिकट वाले तो ज्यादातर जो शहर के स्टेशन होते हैं उनसे चलते हैं...

श्री शिवचण्डिका (बांका) : ऐसी बात नहीं है।

श्री राजबेब सिंह : ऐसी ही बात है।

मभापति जी, रेलवे के लखनऊ डिवीज़न में बड़ी नवाबी चल रही है। वहाँ डिवीज़नल रैंक के जो आफिसर हैं, उनका ट्रांसफर होता है, लेकिन मालूम नहीं दिल्ली में कौन सा उनका सोर्स है कि वह रह जाते हैं, ओवर-स्टे कर रहे हैं। उन्होंने क्या किया है पिछले महीने यानी यह जो महीना चल रहा है-62 स्टेशन मास्टर एक डिवीज़न के भीतर 222 असिस्टेंट स्टेशन मास्टर्स और 30 ग्रैंड अमिस्टेंट स्टेशन मास्टर्स का ट्रांसफर किया है। सब मिलाकर 314 ट्रांसफर हुए हैं एक डिवीज़न में एक महीने में जिससे 150 स्टेशन अफेक्ट हो गए हैं। शायद ही कोई स्टेशन बचा हो जो अफेक्ट न हो। वास्तव में जो लोग उनके पैर होते हैं, जो फेब्रुअरी होते हैं उन्हें अच्छी जगह पर एकोमोडेट करने के लिए वह ट्रांसफर्स किए जाते हैं और बड़ी आसानी से कह दिया जाता है कि रिक्वेस्टेड ट्रांसफर्स हुए हैं। ये आफिसर्स रिक्वेस्ट्स कितना मानते हैं वह तो सभी को मालूम है। तो इसको आप देखें क्योंकि इसके पीछे कारण है।

दूसरी बात जिसकी ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ वह है मीटर-

गेज। बहुत से महयोगियों ने यहाँ पर कहा है मीटरगेज से ब्राडगेज होनी चाहिए। उत्तर प्रदेश का पूर्वांचल भाग जो कि बहुत पिछड़ा हुआ है वहाँ पर ज्यादातर मीटरगेज ही है। यदि सेन्ट्रल गवर्नमेंट वहाँ पर इन्डस्ट्रिज भी भेजना चाहती हैं तो वहाँ पर मीटरगेज होने के कारण नहीं भेज सकती है। इसलिए वहाँ पर जब तक मीटर-गेज रहेगी तब तक वहाँ का पिछड़ापन दूर नहीं हो सकता है।

एक बात की ओर मैं मन्त्री जी का ध्यान और दिलाना चाहता हूँ। पिछले सात आठ सालों से पार्लियामेंट के मेम्बर यह मिफारिश करने आये हैं, कन्सल्टेटिव कमेटी में भी और जहाँ भी अवसर मिला वहाँ भी कि बनारस से लखनऊ होने हुए, कानपुर होते हुए दिल्ली के लिए एक डायरेक्ट ट्रेन दी जाये। आप ग्रीकंड देख लीजिए उसमें आपको मिल जायेगा। बड़ी मुश्त के बाद बक्सर से एक ट्रेन चलाई गई है। मैं यह नहीं कहता कि बक्सर इम्पार्टेंट स्टेशन नहीं है, वह भी बड़ा इम्पार्टेंट स्टेशन है लेकिन बनारस के आगे, मुगलसराय के आगे दिल्ली को फीड करने के लिए बहुत सी गाड़ियाँ हैं लेकिन बनारस और लखनऊ के बीच में एक भी गाड़ी नहीं है जो कि डायरेक्ट दिल्ली आती हो। यह गाड़ी जो चलाई गई, जनता एक्सप्रेस इसका नाम है, यह 27-28 घंटे लेती है और बहुत धूमकर आती है। इस गाड़ी की वह यूटिलिटी नहीं है जोकि होनी चाहिए थी। इसलिए मैं अनुरोध करूँगा कि मन्त्री महोदय इसको देखें क्योंकि आपकी मंशा उधर के लोगों को आराम पहुँचाने और उनको शीघ्रता से लाने की है। उसी ख्याल से इसको चलायें। इसमें डाइजल लगवा दें, स्टापेज कम करवा दें और कानपुर होते हुए चलवायें क्योंकि कानपुर एक औद्योगिक केन्द्र है और उत्तर प्रदेश के पूर्वी जिलों का बहुत व्यापार कानपुर से चलता है।

यू० पी० की यह भी शिकायत है, वहाँ के मन्त्री बार-बार लिखकर भेजते हैं—कहाँ जाता है कि यू० पी० एक प्लान पिछड़ा हुआ है। वहाँ

[श्री राजदेव सिंह]

की एक काटेज इन्डस्ट्री है, जो ईंटों के भट्टे हैं उनके लिए जितना कोयला मिलना चाहिए वह नहीं मिलता है। तो इसकी तरफ भी मन्त्री महोदय ध्यान दें कि रैक मिले नहीं तो जो वहाँ की एक काटेज इन्डस्ट्री है वह भी खत्म होने जा रही है।

इसी सदन में यह चर्चा हुई थी कि शाहगंज से सुल्तानपुर के लिए एक रेलवे लाइन की माँग है, 50-60 किलोमीटर की दूरी का जो वह ट्रैक है उसका सर्वे भी करा लिया गया है, उसको आप देखें अगर वह फीजिबिल हो तो उसको बनवाने का इन्तजाम करें।

इन्डो पाक वार् के दरमियान, एक ट्रेन जो बड़ी मुश्किल से मिली थी हावड़ा से लखनऊ जो जफराबाद सुल्तानपुर होकर जाती थी, वह बन्द हो गई। यह आशा की जाती थी कि उस समय में जो बहुत सी ट्रेन्स बन्द हो गई थीं वह फिर चलने लगेंगी लेकिन दिसम्बर के बाद 6 महीने चले गए हैं अभी तक वह गाड़ी चलाई नहीं गई है। मेरा मन्त्री जी से अनुरोध है कि उसको जल्द से जल्द चलाने की कृपा करें।

इन चन्द शब्दों के साथ मैं रेलवे मंत्रालय की माँगों का समर्थन करता हूँ।

SHTI P. VENKATASUBBAIAH (Nandyal) : Mr. Chairman, Sir I would like to put forward a few suggestions for the consideration of the Railway Minister.

With regard to streamlining the administration of the railways and also in order to make it more responsive to the people's suggestions, specially, to Members of Parliament, I would like to make a suggestion that Consultative Committee meetings should be held very often and also they should be held at the headquarters of each division. That will facilitate not only the members of Parliament but also the officers concerned who come into close contact and expeditiously dispose of such problems that are being put forward by Members.

(2) Planning of Railways in the backward areas. The Planning Commission under the chairmanship of Dr Gadgil has done a yeoman service in identifying certain areas as backward areas and he has made certain valuable suggestions for the improvement of those areas, industrially as well as agriculturally. Industrial and agricultural improvement cannot be done unless those areas are served by rail transport. Untapped areas are to be tapped and more areas are to be tapped and that can be done only if more railways are opened in those areas. So, the railways are very important in order to improve the conditions of the backward areas.

Coming to my area of Rayalaseema which is the most backward region and which has also been identified and for the last 50 to 60 years—I don't know how many more years—there has been a consistent demand to have certain railway lines laid. My people would have been satisfied if at least the Ministry had conducted certain survey, if not they have actually laid. But that part of it also has not been fulfilled.

There was a suggestion long time made, even before the advent of freedom that a railway line from Nandyal to Nellore should be laid via Madipur and Cuddappah and a survey also was conducted in that regard. I don't know whether it is lying in the archives of the railway administration. Since Mr. Hanumanthaiya also happens to come from a backward area of Mysore, as has been said by Mr. Shivappa, I hope he will appreciate more the difficulties of the backward areas.

Another suggestion I would like to make is with regard to the non-availability of wagons. There seems to be something wrong with the allocation. That has to be streamlined. There has been an imbalance. I have been writing to the hon Minister several times with regard to transportation of important materials. For instance, take the minerals. We have often been making a sort of complaint that the public sector projects or such of those projects which are based on minerals are not working to their fullest capacity. There are bottlenecks like the inadequate supply of wagons and consequently, the

minerals are piling up at the pitheads. They are not being transported to the industries. There the snag lies. This has to be gone into specially in this matter and seen that these industries are fed and wagons are supplied from these places to feed the industries so that the imbalance is corrected.

Another fact is about the edible oil transportation. In our area there has been a sort of imbalance that is being done, with regard to the constitution of pool. In one pool the wagon supply is very low while in the neighbouring pool the wagon supply is surplus. I don't know why this imbalance is occurring. For instance, at Gudivada or Gooty where not only minerals are exported but large quantities of groundnut are also to be exported, there is a persistent demand and the hon Minister was good enough whenever such representations are made, to make some *ad hoc* allotment of wagons. He has been taking prompt action and I must be thankful to him. Instead of making such *ad hoc* allotment I would request him that the whole thing should be rationalised. Wherever there is a need, let that need be met. It is in the national interests these agricultural products and minerals are transported expeditiously.

About the conversion of metre gauge into broad gauge, I must thank him. He has indicated in the Survey that conversion of metre gauge into broad gauge from Guntakal to Secunderabad will be undertaken. I hope expeditious steps are being taken in that connection. The hon Minister had made some statement somewhere that the State capitals would be linked with broad gauge lines. I hope that under his stewardship this aspiration will be fulfilled.

The Madras-Vijaywada electrification programme has been included in the budget, and the electrification is going on. But there has been a strike with regard to the location of the headquarters for this scheme, namely whether it should be located at Vijayawada or at Madras. The people involved genuinely feel that if it is located at Vijayawada, the scheme can be implemented as speedily as possible, and I am told that an assurance also has been given by the General Manager that Vijayawada will be chosen rather than Madras, and I do not know what has happened subsequently.....

SHRI K. HAMUMANTHAIYA : Orders have been passed.

SHRI P. VENKTASUBBAIAH : I thank him for this.

SHRI R. P. ULAGANAMBI (Vellore) : Madras is a better place.

SHRI K. HANUMANTHAIYA : But Shri P. Venkatasubbaiah says that Vijayawada is better.

SHRI R. P. ULAGANAMBI : The hon. Minister knows that Madras is a better place.

SHRI P. VENKATASUBBAIAH : In conclusion, I would say a word about level-crossings and under-bridges and overbridges. Here, the snag is that the Railway administration wants the State Government to fulfil their obligation of having the approach roads. That is one point which the hon. Minister should not leave to the Administration, but he has to find out priorities and see which area requires urgent treatment and he should draw up a plan showing the places which require urgent attention. For instance, there is Nandayal in Kurnool district which I represent, where there is terrible bottle-neck and it is a growing town also, and there is a need for an over-bridge at that level-crossing. I have written to the hon. Minister, and I hope that he will take it up, and I hope he will not say that it has not been included. I suggest that he should have a fresh look at all these matters and see that this demand is also fulfilled.

I hope that under his Ministership, his grand idea of linking Cape Comorin with Kashmir by broad gauge will come into fruition, and I hope that he will take immediate steps in that direction.

SHRI BANAMALI PATNAIK (Puri) : I must congratulate the Railway Ministry for the yeoman service that it had done during the war. There was no inconvenience felt by the public even if there was some heavy demand on the trains.

The Railway Ministry has taken up some new lines, but I do not find in the budget the much-pressed demand from Orissa for linking Jakuapura with Banspani. That is

[Shri Banmali Patnaik]

the largest mining area of the State and there is also a proposal to locate a steel plant in that area. Moreover, Calcutta port is not able to handle all the ore that is required for export commitments and it has to go via Paradip port. If that is linked up then as soon as the Cuttack Paradip line is completed, it can easily carry all the iron ore and whatever we want to export to Japan. The MMTC is committed to export iron ore to Japan, but we are not able to lift the required quantity because of shortage of wagons. Actually, I feel that there is no shortage of wagons, but there is some bottle-neck somewhere and the number of rakes that is necessary in that sector is not available and they are relying somewhere else; because of this mishandling or probably because of lack of proper repairs, wagons are not available to the iron ore mines and there is a huge quantity of iron ore stocking up at the mine areas.

Orissa is a backward State and it needs more transport and communications. Without communications, this State cannot develop. Orissa has got a lot of nickel ore, and there is a proposal from the State and Centre to have a nickel plant at Sukhinda. But there is no railway line. The Planning Commission, has also decided to have the nickel plant there. So, some railway line is necessary and some railway wagons have to move there. Moreover, there have been a request to connect also Banspani with Jerudi. The MMTC has also agreed to finance this line to a certain extent and they are prepared to give some concession also to the mine-owners, but this has never been taken up. That area is really the Ruhr of India and this area can be connected with some of the areas of Chotanagpur also, so that they can use the port at Paradip which is fast developing and it can handle the traffic from that area.

There has been some demand in regard to reorganisation of zones also. Whatever zones are now there require further re-examination. The number of zones that we have now requires to be increased. There are nine zones at present and the number may be increased to 12 or 13. When the zones were created, they were decided on the basis

of the route mileage. Now, the South-Eastern zone is the heaviest zone and there are the steel plants at Bhilai, Rourkela and also the one at Jamshedpur and besides there is also movement of steel and other things to Bokaro and Durgapur areas.

So there should be a rearrangement of the zones so that the load can be reduced. This was informally discussed and agreed to earlier by the Minister; but now this has to be done formally so that more facilities are made available, and the load can be shared and distributed scientifically between different zones on a better basis.

There are a large number of narrow gauge lines in Orissa. There is a line from Rusa to Bangriposi and Nowpara to Gunpur. These should be made into broad gauge and Bangriposi linked up to Rairangpur and then from Gunpur to Raygada. This will also help development of the tribal area.

The DBK railway was mentioned by Shri Narayana Rao. Now it caters only to goods traffic. If it is opened to passenger traffic also, it will help develop the tribal area.

Mention was made of the Golconda Express. Instead of that I suggest that we may have a mail train from Puri to Hyderabad. It will link up that area; linking up with the Waltair Express, it will be extended upto Hyderabad. This will give more facilities to the passengers.

I come from one of the biggest pilgrim centres of India, Puri. Every year a large number of pilgrims congregate there from the South and other places.

MR. CHAIRMAN : He may continue tomorrow.