The Lok Sabha re-asembled after Lunch at Five Minutes Past Fourteen of the Clock.

[Shri K. N. Tiwary *in the Chair*]

DEMANDS FOR EXCESS GRANT (RAILWAYS), 1968-69 AND DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1970-71—(*Contd.*)

MR. CHAIRMAN : The House will now take up further discussion and voting on the Demand for Excess Grant in respect of the Budget (Railways) for 1968-69 and the Supplementary Demands for Grants in respect of the Budget (Railways) for 1970-71, as also the cut motions thereto.

The hon. Minister.

SHRI M. L. SONDHI (New Delhi) : Banaras is one of our important centres of education, and there is some trouble ......

SHRI ISHAQ SAMBHALI (Amroha) : There is a very important matter......

MR. CHAIRMAN : I shall not allow any other question to be raised now. If anybody speaks without my permission, I shall not allow it, and that will not go on record. That is the standing ruling that I have given.

SHRI M. L. SONDHI : May I submit ?......

SHRI ISHAQ SAMBHALI : It is a very important and urgent matter......

MR. CHAIRMAN : This will not go on record. I am not allowing it.

SHRI ISHAQ SAMBHALI :**

MR. CHAIRMAN : Now, the hon. Minister.

THE MINISTER OF RAILWAYS (SHRI NANDA) : As I had stated earlier, I accept the fact that there are deficiencies in the working of the railway administration. I welcome any information which thrown light on the points of weakness in the administration of Railways and I would appreciate any constructive criticism regarding the manner in which we are functioning. There can be no pretence, whatsoever, that deficiencies do not exist. They do exist. I know that because I have made it my business to look for them, wherever they are. It is only an intense awareness of faults and shortcomings that make it possible for an individual or an organisation to muster all the strength and energy for putting through the necessary measures of reform.

We have undertaken a programme of reform, and improvement which is making headway, but it is also true, and I do not lose sight of that fact, that we are very very far from the journey's end. The deficiencies persist. But there is progress also a little in some matters and more marked in other directions. This progress is a fact. It has been lauded by some hon. Members who spoke yesterday I am grateful to them. It has been questioned by some Members. It must be because they have not ascertained the real position.

I hope the testimony of the obvious reality will convince and satisfy them. The eleven-point programme has come in for frequent mention It was my hurried response to the challenge of the conditions on the railways as disclosed by the criticisms which I had heard here and in the Rajya Sabha in the course of the budget debate this year. It was, on my part, a recognition of the chronic and somewhat baffling problems and disorders which beset the railways along with the rest of the country. It was an expression on my side of the faith that tangible reform in a reasonable period of time is possible, and the hope that a very appreciable change for the better will occur in the course of the current year. I can claim that the hope is being realised. Those who deny it would be undermining the faith of the people in capacity of the country to move into better times. I am applying myself to these difficult tasks not for the sake of the railways only, but because of the wide significance of there experiments in relation to the solution of the problems of the nation.

The first plank in the programme is to make an endeavour to increase efficiency,

**Not recorded.

avoid losses, reduce expenditure, increase earnings and effect improvement generally. As the first step, a fuel economy drive was initiated and a beginning was made in the Jabalpur Divn. of the Central Railway by setting a target of a 10 per cent reduction in the consumtion of coal in a period of 100 days from 1 May 1970. I met and appealed to the railway workers, the drivers, firemen and others in the Loco Shed, Jabalpur, and came back heartened by their enthusiasm and determination to fulfil this target. A pamphlet brought out by the Divisional Superintendent of the Jabalpur Divn. and already circulated to members, embodies the patent achievement.

I shall give the figures in brief. The coal consumed on running engines itself was brought down by 19.5 per cent. The consumption of coal as related to traffic moved was reduced by 18.87 per cent. The net saving during 100 days was Rs. 10 37 lakhs. At this rate the saving, during the whole year would come to Rs. 37.4 lakhs approx.

This is for a single Division. It is worth mentioning that the reduced rate of consumption achieved during the 100 days of the drive is being generally maintained since then.

I had offered to the workers when I met them there, that as soon as they are able to fulfil this target, I would meet them and give them Rs. 10,000 for their Cooperatives and Rs. 1,000 for individual prizes to staff for achieving the target laid down. This has been done.

It may be remembered that the expenditure on coal was about Rs. 100 crores, last year. A 10 per cent reduction in total consumption would lead to a saving of Rs. 10 crores. This campaign is being extended to other Divisions. Savings have been reported in respect of diesel oil and electric energy also, which, together, cost the railways about Rs. 165 crores.

The amount of compensation paid by railways on account of thefts, pilferages etc. of goods and parcels has been rising steadily from year to year. During 1969-70, the amount paid on this account was about Rs. 11 crores. The loss to the community may have been much more. By far the most damaging consequence for the railways is the substantial loss of goods traffic. Businessmen would naturally be reluctant to entrust high-rated goods for movement by rail. Mughalsarai being the largest marshalling yard in the country dealing with about 7,000 wagons a day, of which about 2,500 carry coal, was the first to be selected for a concerted attack on the evil of thefts and pilferages and the experiment was inaugurated on 2nd November, 1970. The measures adopted and the progress of the campaign have been described in a pamphlet which, I believe, has been distributed to all the hon. Members. The work done at Mughalsarai has been hailed as a remarkably successful experiment. The first phage ended on 2 th of last month. The second phase will begin now with the enlistment of the educated unemployed youth from the villages around, a few ex-servicemen and some social workers The brunt of the new activity has naturally to be borne by railwaymen and other official, personnel, but I must pay here a tribute to the essential role of voluntary workers and their indispensable services. Mr. Biswas is here as also Mr. Ram Dhan.

SHRI RAM DHAN (Lalganj) : I was there when you inaugurated, but you did not take the trouble to send us information.

SHRI NANDA : I shall not be distracted from the main reply.

In Mughalsarai, the organisation and direction was in the hands of Swami Hari Narayananand, about whom we have heard a good deal during this discussion. It was in the course of the performance of his work, while rendering assistance to the railways, that he had to stay sometimes in a railway rest house. I think we should not grudge him this concession. If it is proved that any thing improper or irregular has been done by him or at his instance and regarding matters which concern me or this House or the railways or the administration then I say here that he will cease to be a voluntary helper of the Railways, he will have nothing to do with this work. Let there not be vague, sweeping attacks and generalisations.

SHRI J. M. BISWAS (Bankura) : Excuse me for my interruption. I have given the name of this Maharaj, along with the firm which has taken a contract at Katihar. I have also mentioned that as a

[Shri J. M. Biswas]

private individual, he cannot enjoy the facility of this rest house. For that he has to pay the railways. Even M. Ps do not get this facility.

MR CHAIRMAN : You have made all these points when you were speaking So, please hear the reply. If you are not satisfied, you can raise the matter again.

SHRI J. M. BISWAS : The Maharaj was sitting by the side of the Minister at Mughulsarai, and the officers were coming and touching his feet. That is what your own partyman has said.

SHRI NANDA : Wrong, false.

SHRI J. M BISWAS : Let the Maharaj be given the personal property of Shri Nanda for his use, not the property of the railways.

श्री लखन लाल कपूर (किशनगंज) : सभापति जी, मैं गवाह हूँ। एक दिन में तूफान से जा रहा था, मुकामा स्टेशन पर मैं उतरा, उसी गाड़ी मे स्वामी हरनारायण जी भी सफर कर रहे थे प्रथम श्रेणी में। मुकामा में उतरा और देखा कि वहां के स्टेशन मास्टर, रेलवे कर्मचारी यह तमाम लोग स्वामी जी के पैर छू रहे हैं, और उनको माला पहनाये, यह मैंने देखा है।

सभापति महोदय : आपने अपनी बात डिबेट के समय कह दी जिसमें यह सब प्वाइंट्स आ गये हैं। अब उनका जवाब सुन लीजिये।

SHRI J. M. BISWAS : Railway is not the personal property of Nanda.

SHRI NANDA : I am not going to accept the position that if a person is a sadhu and is also a social worker he should be deprived of the privilege of serving this nation. We are not going to efface the culture of this country ; if some persons have created the feeling that the country's culture could be effaced *(Interruptions)*

MR. CHAIRMAN : Order, order. If any Member speaks without my permission it will not go on record If any body wants to speak, let him take my permission and then speak.

SHRI VASUDEVAN NAIR (Peermade) : It is not a question of our culture. Will the hon. Minister explain whether the sadhus have got any special privileges on the railways and if so what are they ? .. *(Interruptions)*

MR CHAIRMAN : Order, order. Shri Vasudevan Nair has posed a specific question and he is replying to it. Let us hear his reply.

SHRI NANDA : In the first place all the talk about a large number of sadhus having invaded that place is wrong. There were no more than 19-20 workers ; not a single sadhu is a member of any camp .. *(Interruptions)*

श्री शम्भू नाथ (सैदपुर) : मिनिस्टर साहब ने साधू की बड़ी तारीफ की है। मैं जानना चाहता हूं क्या यह उचित नहीं होगा कि रेलवे बोर्ड में जितने आफिसर हैं उन सब को हटा दिया जाये और उनकी जगह पर साधुओं को रख दिया जाये ?

SHRI NANDA : Do the hon. Members want us to send away from the country all the sadhus in this country ? Hon. Member asked me whether there were any special privileges ; there was no special privilege for any sadhu *(Interruptions)*

श्री रामधन : सभापति महोदय, मिनिस्टर साहब ने मेरा नाम लिया है इसलिए मुझे मौका देना पड़ेगा।

मैं व्यवस्था का प्रश्न उठाना चाहता हूं। मेरी अपनी आंखों के सामने की देखी हुई घटना है।...(व्यवधान)...स्वामी हरिनारायण नन्द ने रेस्ट हाउस में मुझे इनसे बात नहीं करने दी जिसके लिए इन्होंने माफी मांगी है।...(व्यवधान)...

मंत्री जी बतायें कि यह जो कैम्प आपरेशन

चल रहा है उसमें रेलवे पर कितना खर्चा आ रहा है?

सभापति महोदय : अगर आप को मौका मिला होता तो स्पीच में इसको उठाते। इसमें प्वाइन्ट आफ आर्डर का कोई सवाल नहीं है।

SHRI NANDA : I did not know that this hon. Member also shares the ideology of our friends in which there is no place for religion and things like that. I did not know that. (*Interruption*) As I said,—I made it very clear—that out of 15 persons who are doing social work and are helping in a highly successful experiment, if there is one sadhu, is he going to vitiate the whole work ? There are no special privileges. (*Interruption*) I had already stated that if it is proved that anything improper or irregular has been done by him or at his instance regarding matters which concern me here or the railways or the administration or of this House, he will cease to have anything to do with any work with which we are connected. Having said that,... (*Interruption*) Sir, I should be allowed to proceed. I have made it very clear.

SEVERAL HON. MEMBERS *rose*—

MR. CHAIRMAN : If you yield, I am helpless. If you do not yield, I will see that they do not interrupt like this.

SHRI NANDA : I will not yield. Incidentally, a little while ago, there was mention of the Bharat Sevak Samaj and some flings have been made at it. I have not any official position in this organisation now. Hon. Members mentioned the Bharat Sevek Samaj again now. I would only say that it will do no good to the country to denounce and run down hundreds of whole-time and part-time workers of the Samaj who have rendered very valuable service to the country and can take credit for saving crores of rupees for the exchequer. (*Interruption*)

AN HON. MEMBER : Substantiate it.

SHRI NANDA : I can substantiate it.

SHRI LAKHAN LAL KAPOOR : Let him accept my challenge.

SEVERAL HON. MEMBERS *rose*—

श्री लखन लाल कपूर : मिनिस्टर साहब यह चैलेंज कबूल करेंगे कि भारत सेवक समाज के वर्कर्स के खिलाफ एक हाई पावर कमेटी बहाल करें ...(व्यवधान)...**

MR. CHAIRMAN : Order, order. Nothing will go on record. You please conclude. I will not allow any other Members to say anything now.

SHRI RAMAVATAR SHASTRI (Patna) *rose*—

SHRI J. M. BISWAS *rose*—

MR. CHAIRMAN : If you disturb the house, I will request you to go out.

SHRI J. M. BISWAS : He has no business to issue certificates to sadhus.

SHRI RAMAVATAR SHASTRI *rose*—

MR. CHAIRMAN : Please do not disturb the House. Take your seat. I have requested Mr. Mukerjee to tell you to obey the Chair. Order, order.

श्री लखन लाल कपूर : सभापति महोदय, ...(व्यवधान)...**

MR. CHAIRMAN : Nothing will go on record.

श्री बलराज मधोक (दक्षिण दिल्ली) : यह बहस भारत सेवक समाज पर नहीं है। जिस विषय पर बहस हुई है उसी का उत्तर मन्त्री महोदय दें।

SHRI NANDA : They have criticised it. I may assure the hon. Members one thing. There may be lapses on the part of individuals here and there. Let them pay the penalty. (*Interruption*)

MR. CHAIRMAN : You leave the Bharat Sevak Samaj, and take up other matters.

**Not recorded.

SHRI NANDA : Yes, Sir. Let us await the report of the Commission of Inquiry. There is a Commission of Inquiry headed by a Supreme Court Judge.

Let us await that report. (*Interruptions*).

MR. CHAIRMAN : I thought the communist party was the most disciplined party. Your leader is asking you to sit down but you are not listening to it.

SHRI NANDA : I am entirely with the hon. members that there should be nothing improper and nothing irregular. If there is any thing which is the least immproper anywhere, I agree that any penalty may be imposed.

I turn now to the question of the functioning of the Railway Board about which strong feelings were expressed May I plead with the House that the minister is answerable for all that happens in the Railway Ministry ? The Railway Board is just a part of the internal apparatus of the Railway Ministry and it is for the minister himself to see that it functions properly. The findings of all previous enquiries into the administration of the railways, the latest being the ARC, are in favour of retention of this system and it has recently been extended to the Posts and Telegraphs Department. Members will have noticed that one of the items of the eleven point programme lays down :

> "The whole organisation at the level of officers, including the set-up at the Board will be reviewed and changes in the composition and structure will be made if warranted consistant with the requirements of efficiency and in the light of the recommendations of the ARC and other bodies. Proper deployment will be made of any such staff which is found to be surplus."

I have introduced a degree of reforms already and there is considerable scope for more. I have found that the railways will benefit by a large dose of decentralisation in the working of the Board and layers below. Some members have criticised the top heavy organisation of the Railway Board. I am looking into this aspect and if in the course of my examination of the whole structure I find that there is any room for any elimination of posts, I shall certainly do that without hesitation.

Any change in the system and adoption of new ways is usually not taken to kindly in the first instance. But if they are pursued with vigour and begin to produce results, attitudes change I see this happening in the Ministry of Railways. I was accused by some of annoying and alienating and demoralising the staff by the steps I was taking. Railways workers are good for the most part, but there are also those who are causing harm and injury, to the railways and the nation by malpractices and negligence of duty. If they feel demoralised by some of the new directions, it is so much the better. I assure the House that with its cooperation and support, the needed reforms will go forward smoothly. But I must add that the number of cases in which suggestion and recommendations are not found acceptable will be no criterion by itself for judging the value and competence of the Board. If trains cannot be speeded up or new trains cannot be introduced because of saturation of capacity on certain sections or for other technical reasons, it may take time and new investments to improve this situation and repeated negative replies become inevitable. I have also found that some adjustments in a number of cases are feasible and they can be settled after a close discussion.

It is for this reason that I have introduced a new system of regional meetings, comprising two or more divisions, to enable the members to have detailed talks and give suggestings. This has become a source of satisfaction to some extent. There is a further stage of direct and detailed talk by individual members and groups with me personally in the presence of the officers concerned. Members know that they are having recourse to these facilities and they are always welcome for this purpose whenever they indicate their wish. The official knows that these go to the members in reply to their letters and so all the suggestions have to be viewed in the context of this background. These opportunities for the consideration of proposals and suggestions, I believe, have been availed of earlier and I hope they will be utilized much more later on, if the members so desire.

SHRI K. M. MADHUKAR (Kesaria) : What about the reorganisation of the Railway Board ?

SHRI NANDA : I have answered that question.

At present the major handicap is that of resources which comes in the way in all directions of laying new lines, conversion of metre-gauge into broad-gauge, and removing congestion in the movement of goods and passengers. Over-crowding in some trains is a familiar experience. It can be set right by a programme of more coaches, more line capacity, advance in the direction of modernisation, replacement, of steam engines by diesel engines, electrification, and so on.

The position now is that the programme of development, limited as it is even now, and creation of new facilities which form part of the Fourth Five Year Plan will have to be heavily curtailed because of constraint on reasources How has this happened? This is a long story. For six years form 1964-65 to 1969 70 it has been a period of substantial deficit budgets, including the amounts set apart under the head "Development Fund", which is really of the nature of revenue expenditure and not capital outlay The total deficit for the period is Rs. 174 crores, that is, an average of Rs 29 crores for the past six years. The dificit has been at the average of Rs 36 crores for the last four years. The budget as passed in the current year accounts for a deficit of Rs. 13 crores, taking into account the development fund expenditure. At the same time, in the course of the year, the other factors that have emerged, which are not of the making of the railways and which are beyond its control, have made the position very much more difficult for the railways. I had hoped that the deficit of Rs. 13 crores visualized for the current year, when the budget was passed by Parliament, would be made up in the course of the year by economies and improvements. I expected that this can still be achieved. But, in the mean while, new burdens have fallen on the railways, particularly the grant of interim relief in accordance with the recommendations of the Pay Commission. It is not that I am in any way averse to give to the workers what they need. It is my personal belief that even now the railways workers, considering the work they do and the responsibilities they carry, they are not getting enough.

MR. CHAIRMAN : He should conclude now.

SHRI NANDA : This accounts for more than Rs. 36 crores of revenue expenditure. In addition repair, of flood damages in Gujarat will cost another Rs. 4 crores. Then, because of the fall in steel production we are expected to lose about Rs. 7 crores utlimately, although there is an increase in net earnings on account of passengers. Disturbing as these increasing deficits are, I must point out that over the last 20 years the staff cost, which accounted for about 60 per cent of the working expenses, have increased by 171 per cent. The cost of coal has gone up by 153 per cent and the cost of iron and steel manufactures by 199 per cent. As against these, the average rate charged for goods per tonne kilometre has increased by only 67 per cent and passenger fares only by 69 per cent.

This, in fact, is the central problem of the railways. How, with such steep increases in the cost of inputs and railways services, this could be kept down is very difficult for us to say. To some extent we are making improvements and economies. I have already mentioned them.

But it appears that there is one other factor, which I must mention for the enlightenment of hon. Members, that the railways are carrying a social burden which comes to over Rs. 100 crores *per annum.* That is on account of concessions on exports, relief measures, losses on low-rated traffic like coal, foodgrains, fodder, sugarcane etc. and various other services which are rendered. This is not taken into consideration when we think of the deficits of the railways. If this is taken into account and given credit for, as some hon. Members pointed out, the railways will be making a substantial contribution, because no commercial organisation will render these services just for nothing.

Regarding the other things which hon. Members have pointed out about wagons and various other things, I have got all the information *(Interruption)*

SHRI PILOO MODY (Godhra) : Western Express Stop for Godhra.

SHRI MOHAMMAD ISMAIL (Barrackpore) : What about Martin Burn? What about the light railway ?

SHRI NANDA : A number of hon. Members have asked for various facilities I have all the information but there is no time to give. I shall send it to them.

SHRI RANDHIR SINGH (Rohtak) : Rohtak-Panipat Railway.

SHRI NANDA : I have taken note of that. We shall try to give whatever is possible...(*Interruption*

श्री लखन लाल कपूर : कटिहार प्राईवेट कैटरिंग में गोल माल के बारे में बोलिए...

SHRI NANDA : Regarding Katihar, I am very sorry that at the moment it is contractor's catering and not departmental catering. We shall do it departmentally, as soon as possible. I shall try that departmental catering is there.

श्री एस० एम० जोशी (पूना) : पोर्टर वालों का कुछ करिए।...

सभापति महोदय : मन्त्री महोदय इन लोगों की बात सुन लें और उसे नोट कर लें। उसके बाद में जरूरत होगी तो इन लोगों को बुलाकर या लिख कर जवाब इनको भेज देंगे।

SHRI S. M. BANERJEE (Kanpur) : The hon. Minister told us that orders have been issued regarding the railway electrification workers who have been discharged. I want to know whether those orders have been issued.

Secondly, about the Saharanpur Light Railway, what is the fate of those workers ?

Thirdly, the *Rajbhani Express* stops at Kanpur but does not take passengers. Let it take passengers.

श्री कंवर लाल गुप्त : अध्यक्ष महोदय, मुझे सिर्फ तीन बातें कहनी हैं। एक तो यह कि मेट्रोपोलिटन सिटीज में जो अन्डरग्राउन्ड रेलवे की सर्वे का काम है आप उसमें व्यक्तिगत रुचि लेकर उसको जल्दी कराइए। दूसरी चीज—जो ट्रैफिक हैजड्स है शहरों में उसके लिए ओवरहेड ब्रिजेज की प्राबलम है खास तौर से दिल्ली में तो उसके लिए आप क्या कर रहे हैं? तीसरी चीज गौहाटी में जो 12-13 हजार वैगन्स की मांग है जिस की वजह से करोड़ों रुपये के रेवेन्यू का नुकसान हो रहा है उसके लिए क्या करने जा रहे हैं?

SHRI MURASOLI MARAN (Madras South) : The hon. Minister is pleading for the reduction of the dividend rate. May I ask him why can't he reduce the rate of appropriation to the depreciation fund and also to the pension fuud ? The annual pension amount is about Rs. 5 crores. But they are appropriating more than Rs. 10 crores. It is not difficult to find out how many persons will retire this year and how much money is required for pension. Why are they appropriating more ? What are the reasons for not reducing it ?

श्री रामावतार शास्त्री : सभापति जी, मुझे एक बात यह पूछनी है कि पिछले बजट अधिवेशन के मौके पर यह बात उठाई गई थी कि उत्तर बिहार के लोगों की सोनपुर में एक डी० एस० आफिस खोलने की मांग है। इसकी मांग वहां के लोग भी कर रहे हैं और हम लोगों में से सदन के बहुत से लोगों ने इस मांग को उठाया है। तो सरकार ने इस सिलसिले में कोई विचार किया है या नहीं और यदि विचार किया है तो आप क्या करने जा रहे हैं? दूसरी बात है, इलाहाबाद में एलेक्ट्रिफिकेशन वर्कर्स की...

सभापति महोदय : वह आप बोल चुके हैं।

श्री रामावतार शास्त्री : आखिरी बात लाइट रेलवेज के बारे में है। फतुहा-इस्लामपुर रेलवे और आरा-सहसाराम लाइट रेलवे को सरकार ने अपने हाथ में लेने के बारे में कुछ विचार किया है या नहीं ?

श्री गुणानन्द ठाकुर (सहरसा) : सभापति जी, एक गाड़ी है डी-लक्स वह अगर मोकामा में दो मिनट के लिए रुकने लगे तो आसाम, उत्तर बंगाल और उत्तर बिहार के लोगों का

बड़ा उपकार होगा । इसलिए मैं आग्रह करूंगा कि डी-लक्स ट्रेन को कम से कम दो मिनट के लिए मोकामा में जरूर रोकने की व्यवस्था करें ।

दूसरी बात यह है कि बरौनी से कटिहार तक आाडगेज करने के लिए बहुत दिनों से सर्वेक्षण चल रहा है लेकिन अभी तक वह नहीं हुआ है । तीसरा मेरा सवाल है कि उत्तर बिहार में आप जानते हैं कि अमीनगांव से बरेली सड़क जो बन रही है वह कोसी (डगमरा) होकर पास करेगी । उस इलाके के लोगों की मांग है कि उस ब्रिज को रेल-कम-रोड ब्रिज कर दिया जाय । इसी तरह से पटना में जो गंगा पर पुल बन रहा है उसको भी रेल-कम-रोड ब्रिज बना दिया जाय ।

एक आपके यहां का ही है, मुझे बहुत जिम्मेदार आदमी से खबर मिली है कि चम्पारन जिले में जो बगहा के पास पुल था वह 1926-2' में खत्म हो गया । वहां पर 300 एकड़ जमीन है । वह जमीन रेलवे की ओर से बड़े-बड़े जमीन के मालिकों के नाम बन्दोबस्त की जा रही है, हरिजनों या गरीब लोगों को नहीं दी जा रही है । इसलिए मैं निवेदन करना चाहता हूँ कि उस जमीन को और उसी तरह की जमीन रक्सौल इलाके में भी है उसको छोटे मोटे गरीब किसानों को देने की कृपा करें । ...(व्यवधान)...

और असली जो मेरा सवाल था जिसे मैं रखना चाहता था वह सवाल सहरसा जिले के लोगों का है और बड़ा अहम सवाल है । फतुहा से प्रतापगंज तक रेलवे लाइन को रिक्लेम किया जाय । यह नहीं किया गया तो लाचारी में वहां हमें धरना देना पड़ेगा ।...(व्यवधान)...

सभापति महोदय : अब माननीय सदस्य जो बोल रहे हैं वह रेकर्ड पर नहीं जायगा ।

SHRI GUNANAND THAKUR : **

श्री मुहम्मद इस्माइल : सभापति महोदय, मार्किन बर्न कम्पनी अपनी लाइट रेलवे को बंद करना चाहते हैं, मैं जानना चाहता हूं कि इस को गवर्नमेंट आफ इंडिया अण्डर-टेक करेगी या नहीं ?

इलैक्ट्रिफिकेशन में जो कैजुअल वर्कर्स हैं, 240 दिन के बाद इन लोगों का क्या होगा ? वहां पर जो अन-फेअर प्रैक्टिस चल रही है, कम से कम गवर्नमेंट आफ इंडिया की इस अण्डरटेकिंग में वह नहीं चलनी चाहिए, मैं जानना चाहता हूं कि कितने दिनों के बाद उन को परमानेन्ट होने का हक मिलेगा ?

SHRI GUNANAND THAKUR : **

SHRI J. M. BISWAS : The Railways have declared a lock-out in the Railway workshop at Liluah and a case was instituted in the High Court at Calcutta. According to the decision of the High Court, the lock-out has been declared illegal. I understand that the Railways are going to approach the Supreme Court. I request the Railway not to go to the Supreme Court.

My second point is about Purulia-Kotsilla narrow gauge line. Sir, it should be converted into a broadgauge line.

SHRI S. KUNDU (Balasore) : You want us to put the questions. But what is the use of our putting question ? If the Minister is not listening, what will he reply ?

SHRI NANDA : I am noting down.

SHRI S. KUNDU : It is good that he is noting down.

About the Shahdara-Saharanpur light railway, I think a contempt proceeding should come against the Minister. I will examine his reply and see. Apart from that the Minister replied, earlier that he is looking into it and trying to settle the labour dispute and the problem of the pending dues. The question is : that in the letter he has written to me, he has said that these matters have

**Not recorded.

[Shri S Kundu]

been referred to the Labour Ministry. Sir, 1300 employees have been thrown out of employment. What are you going to do for them ? You should do something. No closure compensation has been paid, no gratuity has been paid. They have not paid provident fund subscriptions. An amount of Rs. 75 lakhs is pending payment with the Martin Burns and that money the Minister cannot realise. It is a powerful company. The Minister does not take any step. I would like to know whether the Minister ..

सभापति महोदय : इस तरह से चेयर के लिये बड़ी दिक्कत हो जाती है। आप इसको महसूस कीजिये, जब हम एक को एलाऊ करते हैं तो दूसरे को न नहीं कर सकते। इस तरह से टाइम लिमिट में फर्क पड़ जाता है, क्योंकि सदस्य प्रश्न पूछने के बजाय, लेक्चर देने लगते हैं।

SHRI S. KUNDU : My question, therefore, is : whether the Minister will tell us that within a certain specified time, all their dues will be paid and whether they will be suitably re-employed in other railway institutions and if the earlier management is not paying, they will start legal proceedings against them ?

श्री लखन लाल कपूर : मंत्री महोदय ने हमारे सवालों का स्पष्ट जवाब नहीं दिया है। मेरा पहला अहम सवाल था—कटिहार कैटरिंग के मालिक अग्रवाल ब्रदर्स, जो कई तरह के कैटरिंग के काम अलग-अलग नामों से कर रहे हैं, वहां पर मोनोपली पैदा कर रहे हैं। मैं जानना चाहता हूँ कि उनके गलत कामों के खिलाफ, भ्रष्ट कामों के खिलाफ एन्क्वायरी कराने के लिए आप कोई कमेटी बनाना चाहते हैं या नहीं ? मैं यह भी जानना चाहता हूं कि उसको पूरी तरह से डिपार्टमेंटल कैन्टीन के रूप में आप कब तक कन्वर्ट करेंगे ?

श्री शिव चन्द्र झा (मधुबनी) : पहला सवाल—घोघरडीहा और निर्मली के बीच में 8-9 किलोमीटर की दूरी है, वहां पर एक हाल्ट की निहायत जरूरत है जो परसा गांव के पास होना चाहिए। इलाके के लोगों की मांग है—वहां पर यातायात की कमी है, आप का सर्वे भी हो चुका है, लेकिन अभी तक वह बात नहीं हो पाई है—यह बीमारी दूसरे मंत्रालयों में तो है ही, लेकिन आप के मंत्रालय में सबसे ज्यादा है। इसलिए घोघरडीहा और निर्मली के बीच परसा गांव के पास हाल्ट शीघ्र बनावें।

दूसरा सवाल—चिकना हाल्ट को फ्लैग-स्टेशन बनाने की बात है। वहां बहुत कुछ काम हो चुका है, सर्वे भी हो चुका है, लेकिन यह हैरानी की बात है कि काम आगे नहीं बढ़ रहा है—इसको शीघ्र से शीघ्र कराने की व्यवस्था करें।

तीसरा सवाल—जय नगर से 11 बजे दिन में जो गाड़ी चलती है, वह दरभंगा जाकर रुक जाती है, वह समस्तीपुर तक जानी चाहिये समस्तीपुर से दिल्ली तक के लिए एक और गाड़ी चलानी चाहिये। आसाम मेल में जो फर्स्ट क्लास की बोगी होती है, उसमें एक एटेन्डेन्ट की व्यवस्था होनी चाहिए।

चौथा सवाल—आपके** बड़े बेकार आदमी हैं, केजुअल लेबरर्स को बहुत तंग करते हैं। अनिल कुमार की दरख्वास्त मैंने आपके पास भेजी थी, उसको और दूसरों को बहुत तंग करते हैं, कहते हैं कि एम० पी० से बात उठवाते हो, देखेंगे कि तुम्हें कैसे काम मिल जाता है।** को वहां से हटा दीजिये।

सभापति महोदय : हमने पहले भी आप लोगों से निवेदन किया था कि जो आदमी अपने को डिफेण्ड करने के लिए यहां नहीं है, उसके बारे में जब तक स्पीकर महोदय को न लिखें, उसका नाम यहां पर मेन्शन न किया

**Not recorded.

जाये। आप लोग तो प्रिवलेज्ड आदमी हैं, लेकिन वे आफिसर्स तो अपने को यहां डिफेण्ड करने के लिये नहीं हैं। हमने रिकार्ड पर भी इस बात को सिद्धान्ततः तय कर दिया है कि नाम नहीं जायेगा। अगर कोई केस हो तो वह दूसरी बात है. उसका रेफ़ेन्स दीजिये।

श्री मु० अ० खां (कासगंज) : एक अन-इकानामिक लाइन बरहन-एटा लाइन को कासगंज तक बढ़ाने का सवाल बहुत दिनों से चल रहा है, जिसके लिये एक कमेटी भी मुकर्रिर की गई थी। मन्त्री महोदय ने भी अपने उत्तर में कहा था कि उस लाइन का सर्वे किया जा रहा है, लेकिन आज तक कुछ पता नहीं चला कि उस लाइन का सर्वे होने के बाद क्या नतीजा निकला और उस लाइन को आगे बढ़ाने के लिए, उसको इकानामिक बनाने के लिये कब तक उस पर काम शुरू किया जायेगा। मैं चाहता हूँ कि मन्त्री महोदय यकीन दिलायें कि कब तक उस लाइन पर काम शुरू होगा ?

एक सवाल मैं हर सेशन में उठाता चला आया हूँ—आगरा लखनऊ के बीच में एक डायरेक्ट ट्रेन है जो एक्सप्रेस कहलाती है। यह ट्रेन अलीगढ़ जिले में दो जगहों पर, फरुखाबाद जिले में चार जगहों पर और एटा जिले में एक जगह पर रुकती है। मैंने रिक्वेस्ट की थी कि इस ट्रेन को गंज डुन्डवारा पर भी दो मिनट के लिये रोका जाये। गंज डुन्डवारा बहुत बड़ा बिजनेस सेन्टर है, वहां म्युनिस्पिल्टी भी है, लेकिन मालूम नहीं होता कि यह मामला अफसरों के किन झगड़ों में पड़ा हुआ है। मेहरबानी करके आप इस तरफ तवज्जह दें।

श्री राम शेखर प्रसाद सिंह (छपरा) : छपरा-सोनपुर लाइन पर बड़ा गोपालगंज और गुल्टेनगंज के बीच में डुमरी हाल्ट का प्रश्न बहुत दिनों से रेलवे के सामने है। जब पुनाचा साहब यहां मंत्री थे, तब उन्होने इसकी जांच भी करवाई थी, उसकी रिपोर्ट भी रेलवे बोर्ड के सामने है, लेकिन उस रिपोर्ट को दाब दिया गया है और यह जवाब मिल जाता है कि वहां पर खर्च के ख्याल से हाल्ट खोलना संभव नहीं है। मैं मंत्री महोदय से निवेदन करना चाहता हूँ कि उसको निकाल कर उसके बारे में शीघ्र कार्यवाही करें।

दूसरा प्रश्न—छपरा स्टेशन पर प्लाट नं० [illegible] पर अनऔथोराइज्ड आक्यूपेशन दो वर्षों से चला आ रहा है। इस सम्बन्ध में जब भी कोई लिखा पढ़ी होती है, उसका कोई उत्तर किसी भी स्टेज पर नहीं आता है। अब उस अनऔथोराइज्ड आक्यूपेशन वाले व्यक्ति के साथ फिर से बन्दोबस्त करने की साजिश चल रही है, मैं चाहता हूं कि आप उस साजिश को रोकें और इस तरह का गलत काम न होने दें।

श्री राम धन : मैंने पूछा था कि रेलवे के कुछ अधिकारी घटिया किस्म का कोयला लेते हैं और बढ़िया किस्म के कोयले के दाम देते हैं, इसी तरह से कम वजन में कोयला गाड़ी में रखा जाता है और ज्यादा वजन का पैसा लिया जाता है। इस सम्बन्ध में माननीय सदस्य श्री निहाल सिंह ने मंत्री महोदय को पत्र भी लिखा था और ऐसे अफसरों के नाम भी दिये हैं, मुगलसराय में ऐसा होता है। माननीय मंत्री जी ने इस के सम्बन्ध में कोई उत्तर नहीं दिया, मैं चाहता हूं कि इसका उत्तर दिया जाये।

15.00 hrs.

श्री राजदेव सिंह (जौनपुर) : सभापति महोदय, पूर्वी उत्तर प्रदेश के लिए पिछले 5-6 सालों से दर्जनों संसद सदस्यों ने बार-बार मांग की है कि लखनऊ के आगे बनारस के बीच में फैजाबाद होते हुए हमें कोई ट्रेन दी जाये—तो उसके लिए मंत्री महोदय क्या सोच रहे हैं ? कोई ट्रेन देंगे या नहीं ?

श्री तुलशीदास जाधव (बारामती) : सभापति महोदय, मैं इस डिबेट में बोला नहीं

[श्री तुलशीदास जाधव]

हूं। मेरे दो प्रश्न हैं। बारशी-कुरुड़वाड़ी में रेल का, बैलगाड़ी का और दूसरे ट्रान्सपोर्ट का एक ही रास्ता है। वहां पर एक्सीडेन्ट्स होते रहते हैं तो उसको आप कब सेप्रेट करेंगे ?

दूसरे मैं जानना चाहता हूँ कि लातूर-मिरज को नैरोगेज से ब्राडगेज करने की जो डिमान्ड है उसको आप कब तक पूरा करेंगे ?

तीसरी बात यह है कि लातूर से पंढरपुर और मिरज से पंढरपुर, इस लाइन पर यात्री जो माल ले जाते हैं वह वैगन से ले जाते हैं तो वहां पर आप पसेंजर वैगन की कब तक व्यवस्था करेंगे ?...(व्यवधान)...इन तीन बातों के उत्तर मैं मंत्री महोदय से चाहूँगा।

श्री देवराव पाटिल (यवतमाल) : दारव्हा-पुसद छोटी रेलवे लाइन, जो सेकेन्ड वार में उखाड़ी गई थी, उस क्षेत्र में जो औद्योगिक विकास हो रहा है उसको ध्यान में रखते हुए फिर से बिछाने का और यवतमाल-अचलपुर वाया मूर्तीजापुर छोटी लाइन का जो प्राइवेट कम्पनी चलाती है, सरकारीकरण करने के लिए मंत्री महोदय कब कार्यवाही करेंगे ?

श्री दिगम्बर सिंह (मथुरा) : सभापति जी, मथुरा में यमुना नदी पर रेलवे मीटर गेज का पुराना पुल था और उसमें पैदल चलने वालों के लिए गैलरी थी। जब रेलवे ने नया पुल बनवाया तो उस गैलरी को नहीं रहने दिया। इसके कारण पुल पर निकलने वाले बीसों आदमी मर चुके हैं। तो मैं जानना चाहता हूं कि अभी और कितने आदमियों की बलि ली जायेगी जबकि मंत्री महोदय का दिल पिघलेगा और वह गैलरी जनता की सुविधा के लिए बनाई जायेगी।

SHRI M. L. SONDHI (New Delhi) : I would like to know from the Hon. Minister whether he is aware when he handles the problems all over India that there are certain railway colonies in the New Delhi area and that maintenance standards have fallen very much there and certain other expenditure is needed but he has not been advised correctly and certain answers which he has given to the questions tabled by me and other MPs show that vital information has been withheld from the Minister. Could he or his Deputy visit these colonies to see for himself what is happening there ?

Secondly, as far as Delhi is concerned, the Railway Ministry should think of the mass transit problems and come out with a proposal for a monorail system or some such system which can meet the mass transit needs of our capital which is a national capital.

श्री बलराज मधोक : एक तो कई बार आपको कहा गया है कि नई दिल्ली और दिल्ली मेन के जो स्टेशन्स हैं उनको यदि अजमेरी गेट और कश्मीरी गेट की ओर खोल दें तो कंजेस्चन कम हो जायेगा तो इस पर सरकार क्या स्टेप ले रही है ?

दूसरी बात यह है कि आपकी रेलवे की जमीन पर इतनी बड़ी—स्क्वैटिंग हो रही है जिसको कि आप रोक नहीं सकते हैं और रेलवे वालों के लिए आप क्वार्टर बनाते नहीं तो आप यह स्क्वैटिंग कब रोकेंगे और अगर रोक नहीं सकते हैं तो उन लोगों को सुविधा देंगे जोकि वहां पर रह रहे हैं ताकि उनको वहां पर रहने के लिए स्थान मिल सके ?

तीसरी बात यह है कि सराय रोहिल्ला से कैन्टोनमेंट के बीच में जो इतना बड़ा एरिया है वहां पर कोई बड़ा स्टेशन बनाइये जहां पर कि गाडियां रुकें क्योंकि वहां पर करीब एक मिलियन की आबादी हो गई है और पटेल नगर में तो गाड़ी रोकते नहीं तो वहां पर आप एक बड़ा स्टेशन कब बनायेंगे ?

SHRI LOBO PRABHU (Udipi) : There have been so many questions and I hope the hon. Minister will begin to reply to them from this end. My first question is this. The

railway is in the red for Rs. 47 crores on account of the interim relief. I would like to have an assurance from the hon. Minister that this is not going to be recouped from passenger fares or from freights on goods traffic, and this assurance can be justified for the reason that the railway is a social service that we owe to the country.

My second question has been lying between me and the Minister for such a long time. He is very keen on helping those who are helpless.

In the railway line which is being laid from Mangalore to Hassan there are 14 bridges. Would he provide pedestrian footpaths over these bridges so that life is not endangered by their crossing these bridges.

श्री मोलहू प्रसाद (बांसगांव) : मैं कोई नया प्रश्न नहीं करना चाहता हूं। मैंने कल जो सुझाव रखा था उसी के सम्बन्ध में मन्त्री महोदय से जानना चाहता हूं कि उसका उत्तर वे क्यों नहीं देना चाहते हैं ? क्या आप रेलवे को मुनाफे में चलाने के लिए अखिल भारतीय प्रतियोगिता करायेंगे जिसमें जितने प्रतिभाशाली आफिसर्स हों, जिनके महत्वपूर्ण सुझाव हों उसको ध्यान में रखकर नीति निर्धारित करेंगे—इसके सम्बन्ध में मन्त्री महोदय ने कुछ भी नहीं कहा है मैं चाहता हूं वे इसका जरा खुलासा करें।

श्रीमती सुशीला रोहतगी (बिल्लौर) : मैं मन्त्री महोदय से यह जानता चाहती हूँ कि नैपालपुर गांव से कानपुर को दिन में कम से कम पचीस तीस गाड़ियां पास होती हैं लेकिन कोई भी गाड़ी वहाँ पर रुकती नहीं है तो क्या सरकार इस पर विचार करेगी जैसा कि प्रतिवेदन मिला है कि वहाँ पर किसी न किसी प्रकार से रेल की व्यवस्था की जाये।

दूसरी बात यह है कि रूरा में एक्सप्रेस ट्रेन रोकने के लिए बहुत से प्रतिवेदन दिये जा चुके हैं तो क्या उस पर भी सरकार विचार करेगी ?

अन्तिम बात यह जानना चाहती हूं कि रेलवे क्लर्क्स की तरफ से एक प्रतिवेदन सरकार के पास आया है जिसमें पता चला है कि साल भर में उनको एक दिन की भी कोई छुट्टी नहीं मिलती है तो क्या सरकार उनके प्रतिवेदन पर भी सहानुभूति-पूर्वक विचार करेगी और उनको भी वही सुविधायें देगी जो कि अन्य कर्मचारियों को मिलती हैं ?

श्री नवल किशोर शर्मा (दौसा) : मैं केवल एक बात ही जानना चाहता हूं कि पश्चिम रेलवे का एडमिनिस्ट्रेशन जो कि झूठे जवाब देने में माहिर है उससे निजात दिलाकर कब जनता को राहत दिलायेंगे ?

श्री सीताराम केसरी (कटिहार) : मैं आपके द्वारा मन्त्री महोदय से इतना ही आश्वासन चाहूंगा कि जिन बातों को लेकर हम लोग पत्र लिखते हैं उसका उत्तर मौज़ूं वक्त पर देते हैं लेकिन आफिसर्स के कारण जो महीनों लग जाते हैं और कोई काम नहीं हो पाता है उसके सम्बन्ध में मैं इतना ही चाहूंगा कि चाहे काम हो या न हो कम से कम उसका उत्तर तो शीघ्रातिशीघ्र इन के आफिसर्स के द्वारा हम लोगों को मिल जाना चाहिए। बस मुझे इतना ही निवेदन करना था।

श्री पन्ना लाल बारूपाल (गंगानगर) : आसाम मेल के लिए हमने कहा है बार-बार कि उसको पुरानी दिल्ली से चलाया जाये क्यों कि राजस्थान और पंजाब के सैनिक विश्राम गृह पुरानी दिल्ली जंक्शन पर है। उन सैनिकों को वहां से आने जाने में बड़ी तकलीफ उठानी पड़ती है। तो मैं जानना चाहता हूं कि क्या कारण है कि आसाम मेल को पुरानी दिल्ली से नहीं चलाया जाता है ?

दूसरी बात मैं यह जानना चाहता हूं कि एक अक्तूबर से राजस्थान एक्सप्रेस चलने वाली थी वहां के लोगों की बहुत डिमांड है कि उसको चूरू रतनगढ़ से चलाया जाये लेकिन

[श्री पन्ना लाल बारूपाल]

वहां के अधिकारी बड़ी जबर्दस्ती करते हैं तो उसके सम्बन्ध में भी मैं मन्त्री महोदय से जानना चाहता हूं।

श्री रामजी राम (अकबरपुर) : लखनऊ-बनारस लाइन पर अकबरपुर बहुत महत्वपूर्ण स्टेशन है वहां से ब्रांच लाइन टांडा को जाती है। वह लाइन लाभ पर चल रही थी। टांडा एक बहुत ही महत्वपूर्ण स्थान है तो मैं जानना चाहता हूँ कि उसको बड़ी लाइन से जोड़ने के लिए क्या आपके पास कोई स्कीम है ?

श्री आत्म दास (मुरेना) : झांसी-दिल्ली मार्ग पर मध्य प्रदेश में मुरेना एक स्टेशन है। मुरेना एक मन्डी भी है वहां पर रेलवे का फाटक जब बन्द हो जाता है तो सारा रास्ता रुक जाता है। वह डाकुओं का क्षेत्र है। रास्ता घंटों रुका रहता है सुरक्षा पुलिस को भी रुकावट हो जाती है। तो उसका लाभ उठाकर वे भाग जाते हैं। इसलिए वहां पर एक अन्डर ब्रिज बनाने की बहुत आवश्यकता है। मैं जानना चाहता हूं कि वहां पर अन्डर ब्रिज कब तक बन जायेगा ? दूसरी बात मैं यह जानना चाहता हूं कि चूंकि मुरेना एक बहुत ही महत्वपूर्ण मण्डी है इसलिए क्या वहां पर एक तेज रफ्तार वाली गाड़ी को रोकने की व्यवस्था भी करेंगे ?

श्री हुकम चन्द कछवाय (उज्जैन) : सभापति महोदय, मैं आपके माध्यम से रेल मन्त्री महोदय से यह कहना चाहता हूँ कि रेलवे स्टेशन्स पर जो खाने पीने की और दूसरी चीजें बिकती हैं उनके लिए ठेकेदारी के लाइसेन्स बिकते हैं लेकिन वे लोग स्वयं काम नहीं करते हैं बल्कि दूसरों को बेच देते हैं। इसलिए मैं जानना चाहता हूं कि ठेकेदारों की जो यह मोनोपली है उसको सरकार समाप्त करेगी और वहां पर जो दस और 15 सालों से काम करने वाले हैं उनको वह काम देगी ? उन की सर्विस की गारन्टी देंगे जो ठेके पर काम करते हैं रेलवे कैन्टीन के अन्दर ? क्या मन्त्री जी ठेकेदारी प्रथा को हमेशा के लिये समाप्त करेंगे ।

सभापति महोदय : अब मैं मन्त्री जी से निवेदन करूंगा कि जितने सवालात हुए हैं उन सब को तो उन्होंने नोट ही किया होगा, इन सब का जवाब शीघ्रातिशीघ्र माननीय सदस्यों को भिजवा देंगे ।

There are no cut motions to the Excess Demand.

The question is :

"That an excess sum of Rs. 10,87,651 be granted to the President to make good the amount spent during the year ended 31st day of March, 1969, in respect of 'Demand No. 16—Pensionary Charges Pension Fund' in respect of Railways."

The motion was adopted.

MR. CHAIRMAN : I now put the cut motions to the Supplementary Demands.

All the cut motions were put and negatived.

MR. CHAIRMAN : The question is :

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper 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, 1971, in respect of the following demands entered in the second column thereof—

Demand Nos. 1, 2. 4 to 8, 10 and 15 "

The motion was adopted.

[The motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below—Ed.]

Demand No. 1. Railway Board

"That a Supplementary sum not exceeding Rs. *5,08,000* 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, 1971, in respect of 'Railway Board'."

Demand No. 2 Miscellaneous Expenditure

"That a Supplementary sum not exceeding Rs *25,18,000* 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, 1971, in respect of Miscellaneous Expenditure'."

Demand No. 4. Working Expenses—Administration

"That a Supplementary sum not exceeding Rs *5,87,89,000* 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, 1971, in respect of "Working Expenses—Administration'."

Demand No. 5. Working Expenses—Repairs and Maintenance

"That a Supplementary sum not exceeding Rs. *14,76,89,000* 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, 1971, in respect of 'Working Expenses—Repairs and Maintenance'."

Demand No. 6. WorkingE xpenses—Operating Staff

"That a Supplementary sum not exceeding Rs. *13,10,17,000* 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, 19.1, in respect of 'Working Expenses—Operating Staff'."

Demand No. 7. Working Expenses Operation (Fuel)

"That a Supplementary sum not exceeding Rs. *8,26,000* 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, 1971, in respect of 'Working Expenses—Operation (Fuel)'."

Demand No. 8. Working Expenses—Operation other than Staff and Fuel

"That a Supplementary sum not exceeding Rs. *55,4 ,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, 1971, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

Demand No 10. Working Expenses—Staff Welfare

"That a Supplementary sum not exceeding Rs *1,46,50,0 0* 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, 1971, in respect of 'Working Expenses-Staff Welfare'."

Demand No. 15. Open Line Works—Capital, Depreciation Reserve Fund and Development Fund

"That a Supplementary sum not exceeding Rs. *3,000* 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, 1971, in respect of 'Open Line Works-Capital Depreciation Reserve Fund and Development Fund'."

15.12 hrs.

APPROPRIATION (RAILWAYS) NO. 4, BILL*, 1970

THE MINISTER OF RAILWAYS (SHRI NANDA) : I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1969, in excess of the amounts granted for those services and for that year

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the

*Published in Gazette of India Extra-ordinary Part II, section 2 dated 10-12-1970.