

ended on the 31st day of March, 1963 in excess of the amounts granted for those services and for that year."

The motion was adopted.

Shri Sachindra Chaudhuri: I introduce the Bill.

13.7½ hrs.

**KERALA APPROPRIATION (No. 5)
BILL*, 1966**

The Minister of Finance (Shri Sachindra Chaudhuri): 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 the State of Kerala to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1964, in excess of the amounts granted for those services and for that year.

Mr. Speaker: 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 the State of Kerala to meet the amounts spent on certain services during the financial year ended on the 31st day of March, 1964, in excess of the amounts granted for those services and for that year.

The motion was adopted.

Shri Sachindra Chaudhuri: I introduce the Bill.

13.08 hrs.

**APPROPRIATION (RAILWAYS)
No. 3 BILL, 1966**

The Minister of Railways (Shri S. K. Patil): I beg to move:

"That the Bill to authorise payment and appropriation of certain

further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways, be taken into consideration."

Mr. Speaker: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1966-67 for the purposes of Railways, be taken into consideration".

Shri U. M. Trivedi (Mandsaur): Will both the appropriation Bills be taken together?

Mr. Speaker: They will be taken up separately. Only the first one is being taken up now.

An hon. Member: What is the time allotted?

Shri U. M. Trivedi: No time is allotted.

This is an Appropriation Bill, and, therefore, I am not going to take any long time over it. The point which I want to raise on this Bill is this. There is no question here of the efficiency or otherwise of the hon. Railway Minister. But what has been happening is this. During these five years that have gone by I have seen that the Railway Board has developed a tendency towards obduracy, and the hon. Minister, having a lot of correspondence to be entered into in his hands, has got into a difficult position and perhaps he has had to sign the letters as drafted by the officers concerned.

During the last four years I have written 268 letters to the Railway Ministry in spite of all the cogent arguments that I have advanced in support of the complaints that I have made or the suggestions that I have made, I generally get a stereotyped reply, a reply which is already known

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†Introduced with the recommendation of the President.

‡Moved with the recommendation of the President.