

Mr. Speaker: and other Members also, and I shall give my ruling on this matter, after taking everything into consideration.

APPROPRIATION (VOTE ON ACCOUNT) BILL*

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of financial year 1956-57.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1956-57."

The motion was adopted.

Shri B. R. Bhagat: I introduce ** the Bill.

DEMANDS FOR GRANTS—RAILWAYS

Mr. Speaker: The House will now resume further discussion of the Demands for Grants in respect of Railways.

Demand Nos. 6, 7, 8, 9 and 10 were under discussion for which three hours have been allotted. Out of this, about 1 hour and 12 minutes have already been availed of and 1 hour and 48 minutes now remain. After the disposal of these Demands, the next group comprising Demands Nos. 11, 12, 13, 16, 17, 18, 19 and 20 will be taken up for which half an hour has been agreed to.

Shri T. B. Vittal Rao will continue his speech.

Shri T. B. Vittal Rao (Khammam): Mr. Speaker, I was very happy to learn from the Railway Minister that manufacturing of electric and mechanical signalling equipment is undertaken in our workshops. I hope that facilities will

be afforded at these workshops for the development of signalling equipment and also for research.

I venture to suggest that with a view to improve the operational efficiency, electric track circuit should be installed at the stations where the density of traffic justifies it. For instance, at Kazipet station the density of traffic justifies the installation of electric track circuit, but it has not been done. There are many advantages in installing this. One important advantage is that it prevents accidents and thereby it relieves us from so many other difficulties. Also, electric track circuit should be installed at stations where the density of traffic is likely to increase in the near future, say, in a year or two. This should not be postponed further, because by the time we undertake the work of installation, the remodelling of the station commences. Therefore, this is a work which will have to be spread over a long period. So, we may not wait for the density of traffic to increase; when there is a likelihood of an increase in the traffic density, the installation of electric track circuit should be done.

I now come to the point as to how opening of new stations will improve the operational efficiency. I will take a small track. For instance, on the Dornakal—Bhadrachalam Road route where the distance is 34 miles, there are only two stations in between. One station is at a distance of 14 miles and the second station is at a distance of 10 miles from the first station. At least now the Railway Board have wisely decided to open one station in between the stations which are 14 miles apart, although two years ago they turned down my proposal for opening a new station there. Opening of a new station will enable us to obviate the detentions of the goods trains at other stations. So, even though the traffic density does not justify at the present moment the opening of new stations, on operational grounds it should be done. Especially on the track which I have mentioned, at least two stations should be opened. Moreover, due to the congestion of traffic at these stations, firewood stocked at these stations is not being transported to cities like Bezwada, Rajahmundry

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