

LOK SABHA

Thursday, 23rd February, 1956

The Lok Sabha met at Eleven of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

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WARRANT FOR ARREST OF A MEMBER

**Mr. Deputy-Speaker:** I have received this intimation from Shri Jawala Dass, Additional Sessions Judge, Delhi.

"Dear Mr. Speaker,

I have the honour to inform you that I have found it my duty to direct that Shri V. P. Nayar, Member of the House of People be arrested for the reason that he was summoned as a witness in the case 'State Vs. Kusam Sharma' for 14-2-56, but he failed to attend the court in spite of personal service. On two previous occasions he was also served but he did not attend this court, with the result that the disposal of the case is being delayed. In the circumstances explained above, there was no other alternative to enforce his appearance in court but by coercive process. A warrant of arrestailable in the sum of Rs. 500 has accordingly been issued against him for 24-2-56."

RAILWAY BUDGET, 1956-57

**The Minister of Railways and Transport (Shri L. B. Shastri):** Mr. Deputy-Speaker, Sir, I rise to present the Railway Budget for 1956-57—the first year of the Second Five Year Plan.

I shall first outline the financial picture of the Indian Railways as it has emerged from the completed accounts of the previous year. Gross traffic receipts for 1954-55 actually amounted to 286.78 crores, recording an improvement of 3.98 crores on the revised estimate, mainly under goods earnings. Ordinary working expenses came to 205.87 crores,

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the increase of 3.1 crores on the revised estimate being due mainly to heavier expenditure on repairs and maintenance and an increase under suspense. With a saving of about 1.7 crores under miscellaneous expenditure and other minor variations, the surplus rose to 9.1 crores against the revised estimate of 6.57 crores, and the entire amount was credited to the Development Fund.

Turning now to the current year, the traffic trends, which showed signs of improvement towards the end of last year, have continued to be encouraging. Passenger traffic has improved by about 7½ per cent. in terms of passenger miles with heavy traffic on account of marriage parties, the Indian Industries Fair, etc., and the revised estimate of passenger earnings has now been placed at 108.5 crores against 104.5 crores in the budget. An increase of 2½ crores is also anticipated under other coaching earnings, mainly on parcels traffic. There has been a substantial increase in goods traffic, in spite of interruptions during the year due to the severe floods in the north and cyclones in the east and the south. The revised estimate of goods earnings has, therefore, been placed at 180 crores, which is 16.1 crores more than the budget. With an improvement of 50 lakhs in sundry earnings and variations in suspense, the total gross traffic receipts for the current year are now estimated at 314.1 crores.

There is a corresponding increase of about 7½ crores under Ordinary Working Expenses. About three-fifths of this increase is on repairs and maintenance, which partly reflects the heavy damage done by floods and cyclones, and partly the increase in repairs to rolling-stock and machinery, arising out of the higher level of traffic and increased out-turn from the shops. The rest of the increase is mostly under operational demands and generally reflects the increase in the tempo of activity on the Railways, in the process of gearing up for the big effort that they will be called upon to make during the Second Five Year Plan, which, even in the reduced scale, is nearly three times as heavy as the First Five Year Plan.