

[Dr. Keskar]

facts as they are which are not exactly the same as what my hon. friend gave. As in previous years, the Press Information Bureau received this year also, on the day of the presentation of the Budget, sealed bags containing Parts A and B of the Finance Minister's speech. The bags were handed over to an assistant of the Press Information Bureau by the Finance Ministry at 4 P.M. He brought them to the Press Room of the Parliament House and kept them in the shelves under security arrangements.

The procedure of distribution of the Budget papers is explained in the letter attached, which was sent earlier by the Press Information Bureau, and which was circulated to the Press representatives, and which I will lay on the Table of the House. This procedure has been followed for a number of years.

At 5 P.M., the officer-in-charge of distribution asked the assistant who had brought the budget papers to open the bag containing Part A of the speech, but through inadvertence, the latter opened the wrong bag, namely, the bag containing Part B papers and the distribution started. At that time there was a tremendous rush, nearly 100 correspondents, eager to go back to the Press gallery to listen to the Finance Minister, pressing for copies.

The mistake was detected within a few seconds but within that time about a dozen copies had been taken by correspondents. Immediately steps were taken to withdraw the copies and, thanks to the co-operation of the Press, it was possible to get them back within a few minutes. No premature publication or leakage occurred.

It will be seen that the incident happened on account of a mistake almost accidental, and it was discovered in the course of a few seconds. Copies were immediately withdrawn. The person who is in charge has been handling the distribution of budget papers for many years and is one of our trusted hands. Apparently, a

momentary confusion caused by the rush of pressmen was responsible for this mistake.

I very much regret the mistake. To avoid such mistakes in future, it is proposed to take delivery of Part B of the Budget speech from the Ministry of Finance half an hour after the Finance Minister has begun his speech instead of simultaneously with Part A as at present.

Dr. Lanka Sundaram: May I make a submission?

Mr. Speaker: There is no scope for it. We will now proceed with the Budget discussion.

RAILWAY BUDGET—Contd.

Shri Nevatia (Shahjahanpur Distt.—North *cum* Kheri—East): Sir, as the time available is very short, I shall try to be brief. No other statement of the hon. Minister has aroused so much enthusiasm in the minds of the millions inhabiting vast and undeveloped areas of this country as the one which he has made in his Budget speech. He has said that "considering the vast areas in our country which are awaiting economic exploitation through the introduction of satisfactory transport facilities, I feel it is necessary to adopt a bold policy of development and expansion of the Railways". I am sure that all Members of this House as well as the public outside would wholeheartedly welcome this statement. But the question is: how and when this bold policy is likely to be implemented. People inhabiting the undeveloped areas are not prepared to wait indefinitely for the implementation of this policy.

[MR. DEPUTY-SPEAKER *in the Chair*]

In this connection, I recall the speech of some hon. Members who have expressed satisfaction over the financial condition of the railways. I wish I could agree with them. The facts and figures however are otherwise. The capital at charge of the community in respect of this vast undertaking will be Rs. 907 crores.

Our savings after paying 4 per cent. dividend on capital is only half per cent. This amount of half per cent. is totally insufficient for development purposes. We are paying about Rs. 33 crores annually to our Depreciation Fund but are withdrawing therefrom Rs. 43 crores every year. Thus in the course of the next few years this Fund will be wiped out. The hon. Railway Minister is aware of this position. He has stated that our working expenses are increasing. They have risen by nearly Rs. 50 crores over that of 1948-49. He has also said that the future prospects for increasing the revenue are more too bright. This is not a position in which we can be complacent. Railways have to contribute large amounts for developing the undeveloped areas. How can this be done? Out of Rs. 95 crores provided this year for development purposes, nearly half will have to come from the General Finances which in the present context means deficit financing. Since we have to develop as quickly as possible, the Railways must contribute a large amount for development purposes. The hon. Minister said that for meeting the situation he is considering adjustment in fares and freights. Now, I would request him that this question of revision of fares and freights should be gone into very cautiously and very thoroughly.

There have been complaints by the sugar industry that the recent steep increase in sugarcane freights has not been conducive to bringing maximum quantity of cane and it has to some extent been responsible for preventing maximum sugar production. Again in certain other industries also there has been a general complaint that the fares and freights need to be revised. This question should be considered after taking into account all the factors, such as production, marketing costs, etc.

For meeting developmental economy, the hon. Minister has suggested charges on basis of inflated mileage. This could not be objected to— if it is done for a limited period,

and if the inflated mileage costs are not penal. But, for the existing lines that would not be a fair proposition. I would not adopt this even for the restoration of the dismantled lines, because that was done to meet the war effort.

The hon. Minister has drawn the attention of the House to the fact that though there has been no increase in passenger traffic, several new trains have been added. Nearly 190 new trains have been added this year. I congratulate the hon. Minister for looking after the amenities of the passengers by adding trains as well as by spending money annually for passenger amenities. But, the amount which is being spent, that is, Rs. 3 crores per year, is not quite adequate. Especially now, when passenger earnings are going down, it is necessary that more amount should be spent to attract passengers to a certain extent. Of course, we cannot expect to get 1300 million passengers, the peak which was reached in 1950-51. Perhaps, that was not even desirable looking to the over-crowding. But, at the rate at which our passenger earnings are falling, nearly Rs. 10 crores. I think that something should be done to provide more amenities to the passengers. I would request the hon. Minister to increase this amount by at least one crore rupees annually.

As stated by me earlier, there will be an increase of 15 per cent in the wagon supply position in the next two years. Wagons which were procured during the last three years have not resulted in any increase of wagon supply because all of them were utilised for replacing overaged wagons. In the coming two years, the Railways expect to add 27,000 wagons. It is a matter of great satisfaction that out of the 27,000 wagons, 22,000 will be from indigenous sources and only 5,000 from abroad. It is a happy feature that the indigenous capacity is going to be utilised to the fullest extent.

There are one or two features which are not clearly understood. Statistics of engine usage show that while per-

[Shri Nevatia]

centage of the locomotives under or awaiting repairs in the mechanical or transportation workshops to the total number on the line stood at 18 per cent on the broad gauge, the same as in the previous year, on the metre gauge, the percentage increased from 16 per cent. in 1951-52 to 17 per cent. in 1952-53. I hope it is not due to any slackness of work in the metre gauge workshops. The speed of goods trains has declined on broad gauge as well as on metre gauge. On the broad gauge it declined from 10·7 miles per hour in 1951-52 to 10·4 in 1952-53. On the metre gauge, it declined from 9·22 miles per hour to 9·14 miles per hour during the same period. With replacements of overaged locomotives, there does not appear to be particular reason for the decrease in speed of the goods trains.

The last thing that I wish to touch upon is about my own constituency. A large part of my constituency is cut off by the Sarda river. There are no road communications and no road bridges over the river there. There is one rail bridge at Paliakalan. If that could be made a road cum rail bridge, it would facilitate movement over that very large area, which is entirely cut off so to say from civilisation. I would strongly appeal to the hon. Minister to see his way to sanction that project. I would also urge upon him to restore the Mailani-Shahjahanpur line. That line was dismantled during the First World War in 1917. Since then, it has not been restored, though the inhabitants of that area have sent several appeals through the U.P. Government. Every time, it has been replied that the matter is being considered. When the restoration of other lines is being taken in hand, the restoration of this line also should be favourably considered.

Shri N. C. Chatterjee (Hooghly): In May, 1952, the hon. Railway Minister made a statement that if in the course of one year, the regrouping system revealed any deficiency, he would be the first man to initiate proper steps towards readjustment.

That was a commendable gesture in response to persistent public complaints made. If I remember correctly Shri Lal Bahadur Shastri made a promise in the course of his last year's Budget speech that he would study the effects of regrouping and make a statement on the subject in the next year's Budget speech. That was an equally reassuring statement, and we were assured that he would keep an open mind on the subject. It is deplorable that that promise has not been redeemed. I am not saying this as a carping critic of the Railway Minister. What is regrettable is that the hon. Minister is even today unable to evaluate the advantages owing to difficulties in arriving at comparable figures. Mark you, Sir, it is a strange confession to make by the head of the Department which is in charge of the largest commercial undertaking in India with Rs. 900 crores of capital. Now, when will the comparison be completed, and when will he be in a position to give us a complete picture? If a person has to wait till all the commodities have to be moved and fixed in a definite manner throughout the year, then probably we shall never know how transport behaves.

From the statistics we find that the objectives of the Railway regrouping have not been achieved. So far as we know, the first objective was to achieve economy in the administrative and operational expenses. With regard to economy, may I ask the hon. Minister if it is a fact—which is our information, and I am saying this with a certain amount of responsibility—that there has been an overall increase in expenditure for the period from April to October 1953, to the tune of Rs. 13·60 crores as compared with the corresponding period of the previous year? I shall be glad if I am told that my figures are wrong, but my figures are these: the financial result of regrouping for these few months has been a total expenditure of Rs. 116·39 crores, and the expenditure for the corresponding period of the previous year was Rs. 102·79

crores. Therefore, there has been an overall increase in expenditure to the tune of Rs. 13·60 crores.

The gross earnings, as you know, have gone down. Last year's earnings were Rs. 154·86 crores. This year they have dropped to Rs. 162·01 crores. That means a net drop in gross earnings by Rs. 2·85 crores.

The average detention of loaded wagons has also been disappointing. The target at Moghal Sarai was 24 hours. The figures are: in May it was 25·9 hours, in July it was 32 hours, in October it was 29·9 hours. On an average it has been 30 hours.

I maintain with sufficient data that unless there is a mental obsession, unless there is some perverse mind behind it, a case can be made out by the Railway Minister to appoint a Committee or a Commission to re-examine what has been done.

The Eastern Railway has become too unwieldy. The North-Eastern Railway, which is the biggest metre gauge system covers practically half the territory of North India, and that is running at a loss. So far as I have been able to find out, the financial loss on the North-Eastern Railway has been Rs. 7 crores, on the Southern Railway Rs. 1·3 crores—on the other Railways of course not so high as that,—but the total financial loss has been very appreciable, and particularly in the case of the North-Eastern Railway.

We had been pleading: "Tack Seal-dah Division to the North-Eastern Railway." The exclusion of the Seal-dah Division from the North-Eastern Railway has caused serious interruption in the flow of traffic between Assam and North Bengal on the one hand and Calcutta on the other.

The second objective was to raise operational efficiency, and I am sorry that has also deteriorated. There has been alarming over-detention of loaded wagons at almost all the principal points of interchange. I have cited a single instance, but if necessary the

hon. Minister can check the figures and he will find that at important places the average period of detention is very high. The third objective was to form each Railway system to serve a compact region and to maintain an uninterrupted flow of traffic. That also has not been achieved.

The Eastern Railway has become too unwieldy. And it has been criticised by different Chambers of Commerce and by business circles that the North Eastern Railway extending from Vrindaban to Ledo gives a very dismal picture. The transportation system is not at all working efficiently.

What I am suggesting is this. In England they had regrouping such as the one we have, in 1948. But in 1953, they have scrapped it. They had the courage to go into it, and they found it that it did not work, and therefore they passed the Transport Act, 1953 (Elizabeth Statute II, Chapter XIII) and by Sections 16 and 17 of that Act, they have scrapped the regrouping system and have ordered another kind of reorganisation with viable and sizable units. The most important thing is what the Wedgwood Committee said in this connection. They said that if you are behaving in this way, you must take into consideration certain other factors. I am reading one paragraph from their report, which says:

"If it should be decided that the proper policy is for the Government in course of time to take over the whole of the railway administrations, we are of opinion that it would still be desirable for them to maintain separate State-managed administrations of reasonable dimensions. If the administrations are unduly extensive, headquarters supervision becomes too remote, and the machine as a whole becomes unwieldy. The *esprit de corps* of such overgrown concerns is weakened and they lose the individuality that comes from direct personal initiative at the top."

[Shri N. C. Chatterjee]

The *esprit de corps* has gone down, and people in the know of things have assured us that the situation is such that the General Managers are losing grip over their staff and workers, because of the unwieldy size of their charges. Will the hon. Minister please find out from the General Managers if this is not the fact? The officers are steadily losing touch with their subordinates and their men, and this should be corrected without delay. Otherwise, it may have serious repercussions. It should not be forgotten that in a well-organised system, changes of a far-reaching character do not produce the desired result all at once, and in the beginning, changes are slow, but once deterioration sets in, it gathers momentum and it becomes very difficult to control; unless timely remedial measures are adopted, it would become apparent that the changes are not producing the desired objective.

I am therefore appealing to the hon. Minister that he should take into account the serious warning given by a body of experts, viz. the Wedgwood Committee in 1937, endorsed and supported by the Pandit H. N. Kunzru's Committee in 1949. What was their recommendation? They warned you against unwieldy Railway Administrations. I am saying that you should make it more viable and more sizable and maintain State-managed administrations of reasonable size and dimensions. Otherwise, the whole system will go down in efficiency.

I am appealing to the hon. Railway Minister to take Parliament into confidence and to say that some kind of an investigation at a proper level, either by a Parliamentary Committee or an independent Commission, should be instituted so that the matter could be thoroughly gone into, and it could be found out whether the desired objectives have been achieved, or whether regrouping has resulted in loss of operational efficiency and led to greater expenditure and an overall deterioration of the entire system. It will not do simply to say that you

are not in a position to give us a complete and precise picture. Whatever data are there are quite enough to warrant a thorough re-examination of the whole thing, and I hope there will be no mental obsession which would bar a rational approach to a re-examination of the entire matter.

Shri H. N. Mukerjee (Calcutta North-East): Mr. Deputy-Speaker, Sir, we are discussing a Budget which, I fear, is even more dismal and dispiriting than it was last year. It was not surprising that when the Railway Minister made his speech, it was rather cold and colourless. I do not blame him, Sir, for it. But I say that he works in a political and economic context which has got to be changed, and that was the reason why he presented to us this very uninspiring budget. His hands are tied by this set-up and when he imagines that his hands are free, he really works on rotten wood which cannot be carved. Sir, the bankruptcy of this present set-up, the stagnation of this welfare state economy, is writ large over the Railway Budget, but at the same time, if there was any department of Government where courage and an imaginative grasp of the needs of the country were most called for, it is the Railway department, because it deals with a system which is operated by a magnificent corps of nearly a million of our people.

Let us never forget how we paid for every foot of our railway track with our people's blood and treasure. For many decades we have had to send out of our country hundreds of crores of rupees as "interest charges" apart from salaries and pensions to British officials and the purchase at inflated prices of stores in Britain. When in 1950, we stopped paying interest charges, we had to make a gift of a portion of our sterling balances in settlement of so-called British claims. We have still an undischarged liability on this score of more than Rs. 8 crores, and though the Minister said last year that it really amounted to no liability at all.

possibly this year he is driven to counting his crores very carefully and he will not say the same thing. I wish to remind him that last year he said he had decided to hold fast to the 9-crore surplus and that he would not let it come down below that figure. But this year he has had to let go more than Rs. 6 crores of that 9 crores.

It will be a job for the Minister to explain properly the fall in railway traffic receipts from Rs. 290.81 crores in 1951-52 to Rs. 272 crores in 1953-54. When we remember that Rs. 15.01 crores represent a difference in accounting, there is a drop in gross traffic receipts of Rs. 5 crores. This happens at a time when industrial production is supposed to be 10 per cent up, when railway statistics show that there are 75 more engines and over 6,000 more wagons on the lines.

Now, Sir, this is extremely disturbing. If passenger traffic was down, surely it could have been possible to carry more freight, when particularly in regard to coal railway loadings remain far from completely adequate. We are supposed to have acquired very high-powered locomotives from Canada under the Colombo Plan and from the United States under their foreign aid programme, and we are told that our internal production is improving. Why is it then that traction power does not expand? Is it because rolling-stock is not being expanded or cannot be expanded? Is it because track conditions—as Mr. Shastri's predecessor in office admitted in 1952—are pretty nearly alarming? Is it because bottle-necks in line capacity at strategic points are preventing expansion? Really, Sir, the Minister does not appear to be happy about the present state of affairs. He is indeed very far from thinking that he can make good the railways' projected Rs. 320-crore contribution to the financing of the Five Year Plan. He is leaving it to 'adjustments' in the freight structure. It sounds very ominous when the anticipated short-fall of Rs. 60 crores is borne in mind. He is waiting, Sir, for something to turn up.

I do not blame him so much as the company he keeps. Their little clay feet appear only too often behind the front of brass that the Treasury Benches try so often to put up.

Now, Sir, I do not mind the Minister making a song or even a dance about Chittaranjan. It certainly looks very impressive in a bullock-cart country. But let us try to look a little beneath the surface. It still does not manufacture 30 per cent. of the parts, many of them essential, some of them proprietary items like British injectors, which with a dogged legalism we refuse to copy and reproduce in our own factory. Chittaranjan has built 100 locomotives out of 268 scheduled for production in the Five Year Plan period. Sir, this is not the fault of Chittaranjan as such, but of Government's methods. Why must we have an unequal contract with the North British Locomotive concern which impedes our work, whose agents and technicians pay us expensive visits and leave scribbings of cost accounting which are gathering dust in Chittaranjan's shelves? They supply two boiler plates against one full boiler plate; they refuse to supply only boiler plates which, if available, might easily make possible manufacture of complete boilers in Chittaranjan. Our trainees from Chittaranjan do not get proper facilities for training in the United Kingdom. And, in this connection, I would refer the Minister to a fortnightly report dated the 26th May, 1953, from the fifth team of our trainees in Glasgow, complaining of discrimination by the North British Locomotive people. I would draw his attention to the fact that in the financial year 1953-54, the Budget provided, for purchase of imported components through our High Commissioner in the United Kingdom, a sum of Rs. 59½ lakhs for Chittaranjan alone and my information is that more than that sum has been spent before the end of January this year. I have learnt also of abuses creeping over the accounting of the various Development Suspense

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Accounts in Chittaranjan. I suggest very seriously that a Committee with non-officials in it and the present Auditor-General as Chairman goes in to the cost structure and accounting done at Chittaranjan. To make our workers—not only the 'top dogs' in the services, but to make our workers enthusiastic about Chittaranjan, I wish the Minister takes steps to do away with the notorious "security" organisation, which, functioning in addition to the West Bengal Police, eats into a full one-tenth of the total establishment expenditure at Chittaranjan. They decide, on their whim, who shall be allowed to enter not only the factory area but the entire township of nearly 7 square miles. The reason given for this ban of entry was that construction was not complete. But, production has started since 1952 and the workers have ceased getting construction allowances since 1st January 1950. The registered union, which Government has found by repeated enquiry to be the only really representative organisation is not recognised. Four of its Secretaries have been successively victimised and disabled even to visit their union offices. Sir, who would not wish to be proud of Chittaranjan, which bears the name of a very great patriot? But the prison-house methods pursued there and its continued dependence on foreign supply leave a very bad taste in our mouth.

Sir, the House knows of our agreement with Schlierens, about which last year the Public Accounts Committee had made some very unsavoury comments. The revised agreement is the same in essence and the stable is sought to be closed after the horse is stolen. Neither Perambur nor TELCO furnishes a pleasant picture and, in the meanwhile, we are getting bogies and under-frames and wagons from Belgium and, the Devil knows what other countries.

I ask the Government what they have done about the Moolgaonkar Committee's estimate that the idle capacity in our various engineering

units ranges from 25 to 30 per cent, although there is enormous scope for producing within the country many of the engineering products which we are getting from abroad. The Railway Report for 1952-53 speaks of a set-back in steel supply—a theme repeated by Mr. Badhwar in a recent Press Conference. What has the Minister done to impress upon his colleagues the urgency of moving really fast on the steel front? I take it that the Minister is an enthusiast of *swadeshi*. The purchase of imported railway stores leapt from Rs. 18.37 crores in 1950-51 to Rs. 29.32 in 1951-52 and was as much as Rs. 28 crores in 1952-53. He seems to me to be a stickler for economy, but he is happy that the stores balance stood at Rs. 57.20 crores at the end of March 1953. But the Stores Enquiry Committee has reported that the 1950-51 balance of Rs. 45.42 crores was inordinately high, that, before the current year, there should have been a reduction by Rs. 10 crores, with a view to bringing it down to a "much lower level". The Committee said this because they found 'incredible' stocks—I am quoting their words—they found a "shocking state of affairs," they found stocks which would last "162 and 222 years." They found "fresh indenting" going on; they found "excessive stocks of certain items of stores like steel bars, rounds, galvanised sheets, copper and enamel wire" which they wanted to be made available for the country's industrial needs. Lest Government says that pilferage by the workers is responsible for it, I shall remind the Minister of questions asked in this House on the 13th of August 1953 when it transpired that in spite of police reports regarding the responsibility of high railway officials and big bosses at Modinagar for alleged misappropriation of wagon-loads no steps were taken and the opinion of the Solicitor-General behind which Government sought shelter was refused to be placed on the Table of the House in spite of repeated demands by Members.

Now, Sir, I suppose the Minister expects some congratulations from me on his proposals for the Calcutta-Burdwan electrification scheme. I am sorry I cannot congratulate him. Last year we were promised a survey and told that Rs. 27 crores would be spent in three phases of six to seven years, but that foreign stocks and equipment were difficult to get. This time we are told that work will commence. But the budget provision is for a beggarly Rs. 20 lakhs out of the projected amount of Rs. 7 crores. I wonder how the West Bengal Congress Chief Minister could promise that electric trains would ply between Calcutta and Kalyani—a route not yet within Mr. Shastri's calculation—by 1956.

But I do not understand his niggardliness for electrification not only in the Calcutta area but elsewhere also. We only have a little over 239 miles electrified on our railways. Electric traction, an answer in this House suggested, costs a little more than half the cost of steam traction. The Kunzru Committee recommended electrification of all the main lines and yet, Sir, we find not only the country's most industrialised area, the Calcutta area, but other areas are not being electrified. I need not mention, of course the Ganga Barrage which the pandits of Planning have postponed till Doomsday, but I wish the Railways and Transport Minister demands that its immediate commencement should be there.

Sir, some interested people have already begun saying that the workers are getting much more and working less. Now, Sir, this is a slander. But I say the morale of the workers is low. And why not? How do the workers live? Last year I heard the Minister saying almost with tears in his eyes how sorry he was that in the Sealdah Division there were more than seven hundred condemned wagons where workers were living. Those condemned wagons are still there in the Sealdah Division and the workers have to live there. At Chittaranjan 28.2 per cent. of the workers have no quarters still. In 1947 the

Mitra Committee said that there must be four lakhs quarters built; for the coming fiscal year there is provision for the building of 8722 new quarters!

Now, Sir, the workers live in sordid conditions. They can be discharged on a month's notice without cause being shown. The Damocles' sword of National Security Safeguarding Rules hangs over the heads of those who have self-respect and corporate feeling. And lately, in the name of the Constitution, even the likelihood of their children's employment in the railways, which once could be more or less taken for granted, is now, I understand, as good as vanished. It is not for nothing, Sir, that Mr. Guruswami said in his note of dissent to the Kunzru Committee report that it is amazing that railway-men do not paralyse the railway transport system in protest against their unjust service conditions.

Now, Sir, for the delectation of their foreign friends Government ordered the most luxurious array in India's railway history of the best saloons they could muster from all over the country to take the Colombo Plan Conference delegates on their tour of Sindri and other project areas. To please the same foreign friends the Ministry ordered a ban on the sale of Soviet publications at railway stalls which are replete with libidinous literature that comes from a certain country that I do not wish to name.

I wish the Minister tries his hand at heartening his railwaymen and in improving their living conditions and morale. That will not be done by trying to dictate from above and getting them to join unions of the Government's choice. There is no railwaymen's organisation in the country which today is against the formation of a unified union of their own. But it has to be a process. After all there are certain unions like the S. I. Railway Union with a large membership, of more than twenty thousand. And it will take some time before you can get a real consolidation into a unified structure

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of all the different unions in this country. Nobody stands in the way of the achievement of that unity, but the unity can only be achieved if the workers are left to themselves. The unity will come from below and not from above. I remember one capitalist newspaper said that the Railway Minister, in spite of his being a very good man, is not able to look after the Ministry because he is a Congress politician too busy with the problems of Uttar Pradesh. I do not wish to say the same thing about the Minister, because I do think he is a kindly man and he can, if he wishes, do a great deal in his Department. But let not this accusation of political partisanship be hurled against him as far as recognition of unions is concerned. Let him try to find out from the workers themselves whether they want certain of their own unions to continue, and he will realise that the workers themselves will come forward to have unified organisations of their own.

I am sorry, Sir, there is not much time. I could refer to so many points. But I wish to conclude by saying that we owe it to our railways and the magnificent men who work the railway system to make a real, proud job of it. That, I am afraid, the Minister cannot do till he realises that he and his friends are trying to cling to a system on which history has pronounced its doom; and he must, if he wishes to do something, steel himself to basic changes which alone can bring happiness and hope to our long harried people.

The Minister of Railways and Transport (Shri L. B. Shastri): Sir, I am thankful to the House.....

Pandit Thakur Das Bhargava (Gurgaon): May I request the hon. Minister, through you, Sir, to come nearer and speak?

Shri L. B. Shastri: I am thankful to the House for its kind handling of the Railway Budget. It naturally throws additional responsibility on me. I shall most gladly consider the

various proposals that have been made and also see how best they could be implemented.

I have already spoken in the other House about the development of railways, and I need not repeat here what I have said there. I think the four categories that I mentioned, in the logical order in which we should tackle them, are :

Firstly, lines required to meet the needs of heavy industrial and agricultural development schemes will receive first priority.

Secondly, lines required to serve areas rich in mineral resources but still not exploited and those which provide commodities for export abroad will come in for consideration next.

श्रीमती मणिबेन पटेल (कैरा-दक्षिण) :

यहां कुछ सुनाई नहीं पड़ता है ।

Mr. Deputy-Speaker: Hon. Members want the Railway Minister to be in the front bench.

Shri Nambiar (Mayuram): Just like the engine, Sir.

Shri L. B. Shastri: Thirdly, undeveloped areas lacking adequate means of communication will then be considered.

Fourthly, there may also be schemes such as those of electrification of railway lines, which are a class by themselves.

If we are able to programme our development on these lines, there should be no reasonable objection from any quarter. I may make it clear that no consideration except the needs of different areas and the needs of different industries, and of our own developmental economy as a whole, is our guiding factor. If political people also take interest, it is only for one or two out of these very same lines. Whether a railway line comes first or later, it does not make much difference in an area which is still to be opened up. So, the fear of politics playing any part in this

matter has no special significance. Yet priorities have to be fixed properly and they will be finalised in consultation with the Central Board of Transport on which are represented the various Ministries of the Government of India and also the State Governments.

In the course of the debate, hon. Members have referred to the need for railway construction in various parts of the country. Hon. Members will be interested to know that these requests will mean new construction of nearly four thousand miles of railway costing about two hundred crores of rupees. Mention has been made of Waltair-Madras and Wellore-Rayalaseema lines in Andhra, Chamrajnagar-Satyamangalam line in Mysore, Tambaram-Villupuram line in Madras, Assam-Agartala link line in Tripura, Himmatnagar-Udaipur line in Rajasthan, restoration of line in Kosi area in Bihar, Satna-Rewa line in Vindhya Pradesh. Many other lines have also been mentioned. I would not like to name each and every one of them here, but I can quite appreciate the anxiety of the hon. Members in this regard. As I have said in the other House, all the suggestions made in this respect in Parliament and elsewhere, will be looked into and a list compiled for consideration in connection with our second Five Year Plan. It is my intention to prepare a blueprint, from now on, for execution during the next five years. Provided the necessary material is available, it will be our endeavour to undertake construction of new railway lines including doubling etc. totalling something like one thousand five hundred to two thousand miles during the second Five Year Plan. I have no doubt that for the development of railways we will have to find more funds. As has been suggested by hon. Members, a sum of about hundred crores of rupees is what the railways would require for the purpose. But, we have to cut our coat according to the cloth. I am sorry, our colleague the Finance Minister is not here, but he is aware of the wishes

of this House as well as the other House and will certainly consider how they could be met.

Some doubt was expressed by Shri Sarangadhar Das about the wisdom of undertaking electrification of railway lines instead of undertaking construction of new lines in underdeveloped areas, as this would be an unremunerative project. Mr. Mukerjee has said exactly otherwise, quite contrary to what Shri Sarangadhar Das has said. Shri Sarangadhar Das meant the Calcutta suburban service. I would like to make it clear that the electrification of Calcutta suburban service will ultimately be extended to Moghal Sarai and it is likely to be a remunerative project as it will handle heavy goods traffic besides the suburban traffic. I think Mr. Sarangadhar Das very well realises the conditions existing at present in Calcutta. An over-populated city where living conditions have become difficult naturally causes serious anxiety to the residents and to the State Government. The surplus population must therefore find a place in the suburbs, and this is not feasible unless quick means of transport are made available to it. Besides, the quadruple lines from industrial areas to Calcutta are also reaching the saturation point, and we must take steps to speed up our trains through electrification in order to meet the transport needs of this area.

The position in Bombay is also none too easy. I, therefore, think that we should go ahead with our electrification schemes which will benefit the urban area as also a large part of the rural areas through which these lines will pass. It will be appreciated that electrification, especially in heavily worked areas, will not only make the transport more dynamic but will be economical in operation as well. It will also help to conserve the fuel used in operating train services which can usefully be employed in the development of industries in other sectors. The electrification of railways, where it is justified, will I am sure, pay dividends and should be in

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the best interests of the developmental economy.

I need not say much about the restoration of dismantled lines. We are restoring them all except a few which are wholly unremunerative or where roads have come up and bus services have developed. The Railway Board, however, is constantly reviewing the position. In this connection, I may, for example, refer to the restoration of the Morappun-Hosur line in Madras about which Shri Ramaswamy spoke a good deal. I would like to inform him that its urgency and usefulness have been accepted by the Railway Board, but only with some diversion of alignment inclusive of an extension as well. The State Government have also recommended its early construction. We shall have, therefore, to consider and decide about it soon.

It is with the desire of increasing the pace of development of new lines to be undertaken, unimpeded by considerations of remunerativeness that I had indicated my intention of applying an increased rate of charge on inflated mileage basis which may be one and a half to two times the actual distance, depending upon the remunerativeness of the proposed line. I may make it clear that it is not proposed to adopt this as a permanent policy or to extend it to the existing lines, but to apply it for some time to new unremunerative lines until the areas served by them develop and the lines become self-supporting.

Some apprehensions have been expressed regarding the capacity of the railways to undertake development works on a large scale due to the shortfall of about Rs. 60 crores, to which I referred in my speech, to make up the railway contribution of Rs. 400 crores in the first Five Year Plan. During the first four years of the Plan, my colleague the Finance Minister has agreed to allow extra expenditure of Rs. 11.71 crores, and I have no doubt that he will extend his support to the extent necessary

for our commitments which have already been made and those which may be made in future for the development of railways.

Shri Somani is not here, but it seems that the reference to the adjustments in the freights and fares in my Budget speech in this context has, in many quarters, not been correctly understood. My intention is that in the background of our developmental economy and the requirements of railways, suitable adjustments of freights and fares may be made wherever justified after necessary examination. All changes need not necessarily be upward.

In this context, I would like to apprise the hon. Members that the average freight per ton mile over Class I railways has increased from 5.85 pies in 1938-39 to 11.1 pies in 1952-53 involving an increase of only 90.1 per cent. against the increase in working expenses of 238 per cent. So, it will be appreciated that the increases made in the past years were modest and the railways could earn surpluses due to increase in passenger traffic during the post-war period when there was so much overcrowding and inconvenience to passengers, which is not the position today.

I would now say a few words regarding the regrouping of railways to which Mr. Anthony, and just now Shri Chatterjee, made a reference. At the outset, I would like to assure the House that the efficiency of the working of this vast national undertaking is one of my primary concerns, and there is no need for us to be sentimental about it. The efficiency of the railways will be watched closely, and I can assure the House that the Railway Board and myself will take all the necessary steps to improve the standards of performance wherever recession is clearly established and to improve upon the past performance progressively.

So far as the overall performance of the broad and metre gauge systems of Indian railways in 1952-53 is

concerned, it has already been indicated in the pamphlet on the working of the regrouped railways that there has been a general improvement in almost all features of railway operation on the metre gauge. There has been, no doubt, some slight recession under certain items in the working of broad gauge sections, principally due to reduction in the net ton miles owing to the causes detailed in the pamphlet. There are, however, a number of features of improvement also on the broad gauge. Some of them are engine miles per engine day and wagon miles per wagon day, but still I do not want to be complacent about this matter. I may point out one thing more, namely, that the comparison of the operating ratio of the Indian railways with the ratios of the United Kingdom, France and Germany which have comparable mileages shows that the performance of the Indian railways is the best. The operating ratio of India is 80.8 per cent. against the United Kingdom ratio of 90 per cent., the France ratio of 103.3 per cent. and the Germany ratio of 100.5 per cent. So, I do not think there is any reason for taking a very alarmist view of the situation, but as I said, I do not want to take a complacent view also. I am asking the Railway Board to be watchful about the performance of the railways in the current year as compared to past years.

The complaint made about the workload also has to be investigated. I share the views expressed by Shri Chatterjee that the workload of the railways has increased and perhaps increased considerably on certain railways. Therefore, I propose to entrust this examination of various aspects of performance of the Regrouped Railways to the Efficiency Bureau which I have just now set up. The Efficiency Bureau will be able to bring a fresh and independent mind on this subject and I shall await their report anxiously.

4 P.M.

As regards housing, Shri Frank Anthony was good enough to say

that we will have to wait for some time.

An Hon. Member: Fifty years.

Shri L. B. Shastri: He did not say 50 years. He said that he was prepared to wait for 50 years because these things do take time. But, perhaps Shri Nambiar or one of his colleagues said that we will have to wait for centuries. I may make the position clear. We expect that by the end of 1954-55, we will have 320,000 quarters. We do not at present estimate our requirements of staff quarters to exceed 500,000, after making allowance for staff who do not want quarters and sometimes even refuse to accept when allotments are made. I hope that this difference will be made up in about 10 or 12 years' time. Even at the present rate of construction, we will be able to build about 150,000 quarters in the next 10 or 12 years' time.

I may also say a word about what Shri H. N. Mukerjee said with regard to wagon quarters at Sealdah. It seems that he has not visited that area recently. He is the leader of the common people as is generally said about him. I thought he would have gone and seen the improvements that we have made, and how many new quarters we have provided. I do not remember the number of new quarters built; I think we have provided for about 400 quarters there. A large number of wagon quarters have been under disuse and are not being used. Their roofs have been removed so that no new men could start living there.

Shri H. N. Mukerjee: How many wagon quarters still remain there?

Shri Nambiar: About 200.

Shri L. B. Shastri: About 100 or it may be more I don't know exactly.

Shri H. N. Mukerjee: Last time you said 700 and odd.

Some Hon. Members: The position has improved.

Shri L. B. Shastri: The position has considerably improved. You better go and visit that area. On the day I mentioned about it in this House, instructions were issued and construction of quarters started soon after. We have made very satisfactory progress.

Shri Ramachandra Reddi referred to the Hindustan Aircraft Limited not being permitted to expand their capacity to manufacture coaches. There was some difficulty, no doubt, about the supply of an adequate number of under-frames to them. But, we have recently imported a sufficient number of broad gauge under-frames and we are now supplying at the rate of 15 per month to the Hindustan Aircraft Ltd. At this rate, they are expected to produce 180 coaches per annum when their capacity is gradually developed. As regards the Integrated Coach Factory at Perambur, about which also he mentioned, I would like to inform him that construction was commenced in 1951. Nearly 30 per cent. of the work has been completed. The factory, as I have said before in this House, will start production in the middle of 1955 and will ultimately produce 350 broad gauge coaches per annum.

I may refer to a few points raised by Shri G. D. Somani. He complained that the revised rate structure introduced in 1948 has led to a substantial increase in the freight rates. But, he should also keep in view the fact that the index of wholesale prices, as I have just now mentioned, has gone up considerably and the working expenses have also increased. So, the increase in freight rate will have to be considered in that context. Whether there should be increase or reduction will have to be considered in the light of what I have said just now. He referred to the recent memorandum which has been sent to me

by the Federation of Indian Chambers of Commerce. This is at present under our examination. But, I may make it clear that there does not appear to be any case for a general review of the freight structure of the Railways. As I have already indicated in my Budget speech, the practicability of adjusting our freight structure in certain cases with a view to assisting the developmental economy all over the country is being examined. We may have to adopt suitable measures in this connection. But, it will be necessary to ensure that the Railway revenue as a whole is not adversely affected. It is possible that freight reduction made for stimulating movement for developmental purposes will have to be balanced by small increases in certain cases where there is scope for such action without hampering the movement of traffic in any way.

Similarly, in respect of fares, I do not consider it unreasonable to raise the fares for air-conditioned accommodation, where the amenities provided are the best. I would have done so. But, I am afraid of the reactions of my colleague the Minister of Communications who always has an eye on our passengers who use our first class and air-conditioned accommodation because he tries to divert them to his planes.

Shri Nambiar: They are afraid of going by planes.

Shri L. B. Shastri: Then, we will certainly raise the fares of air-conditioned coaches. **Shri Bansal** said that the abolition of the first class has involved increased expenditure on Government officials as a result of the use of air-conditioned coaches in the place of first class, by them. I may inform the House that this is not quite correct as officials are required to pay the difference from their own pockets if they want to use air-conditioned coaches.

Some Hon. Members: What is the saving?

Some Hon. Members: That is a hardship.

Shri Nambiar: There is no hardship.

Shri L. B. Shastri: I do not know—however we cannot have it both ways.

Shri A. P. Sinha (Muzaffarpur East): We will have to look after their interests also.

Shri L. B. Shastri: When the whole country will be travelling in second class, you do not expect them to travel in a higher class. If they want to have more comforts, let them pay.

I want to say a word about indigenous production. I have already dealt with it in my Budget speech. I have stated the steps that we propose to take in the matter of indigenous production. I should further make it clear that we are governed by limitations of time. The Railways have to serve and serve in good time. We will therefore have to continue, the House has to understand it clearly—to import certain parts and components as well as locomotives for some time to come. Of course, we have to fully assure ourselves that they cannot be secured in the country or manufactured here. Hence the idea of setting up a Committee to investigate this matter. As Shri Khandubhai Desai has suggested. I would certainly like to associate non-official Members with this Committee. The second Committee which will examine the capacity of Railway workshops is, of course, to be a departmental Committee of two senior officers of the Railway.

As regards compensation claims paid by the Railways on account of loss or damage to goods booked by rail, though there has been a slight improvement in the position, I must say that I am not at all satisfied with the progress made. In the current year, I propose to apply myself to this task especially and to take expeditious steps to bring about an improvement. I do realise that the loss on this account to the Railways is very heavy and we must take early action.

Shri Sarangadhar Das and one or two other Members have suggested that the terms of reference of the Anti-Corruption Enquiry Committee should be enlarged. I do realise the force of their argument. I shall examine this matter immediately and inform the Chairman of the Committee about this.

Shri Natesan referred to speeding up of Express trains between Madras and Bombay and Madras and Delhi. The matter of increasing the speed is receiving consideration, and Railways are giving priority to the renewal and strengthening of the track where required and to improve the signalling standards on sections where the speeds are restricted. If these improvements are carried out, it is proposed to increase the maximum permissible speed to 65 miles per hour and the journey time between Madras and other important places will be reduced substantially.

Shri Sarmah from Assam has questioned the propriety of undertaking a survey for a Railway line to the Garo Hills when the results of a qualitative and quantitative survey of the coal deposits in the Garo Hills are not available. I may inform him that we are already in touch with the Ministries concerned to obtain the information as to the quality and quantity of coal that might be expected to be raised from the Garo Hills. But still we do propose to go ahead with our survey etc., while this matter is being examined by the various Ministries concerned, because I think that the need of Assam in this matter is really genuine and urgent.

Shri Natesan also referred to economies being effected by the use of lignite. The Research Director of the Railway Board has already been directed to undertake investigation regarding the use of lignite as coal fuel when it is produced. The Railways are watching with keen interest the development of the production of lignite which is at present entirely the concern of the Madras Government.

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Shri Vittal Rao raised the question of the higher prices of coaches and locomotives imported from abroad and expressed doubts about the deliveries of imported stock in time. I would not like to take much time of the House, but I shall simply say that there is no apprehension that the delivery schedules will not be kept to time as the dates of delivery were specifically agreed upon between the representatives of the firms and a specific clause is provided in the contract whereby the contractors are liable to pay liquidated damages for delayed deliveries at the rate of one per cent. of the price of the rolling stock for every month or part of a month for which delivery is delayed beyond the scheduled date.

As regards wheel sets, procurement of 24,000 sets is being arranged in 1954-55 while the Tatas capacity is 9,606 per annum. The difference between the requirements and the indigenous capacity has necessarily to be met by imports. Tatas have already been requested to expand their capacity to 13,000 wheel sets per annum.

The case of temporary staff was also referred to by some Members. I shall place the figures before the House. On 1st September, 1951 there were 98,000 temporary staff; 69,000 out of these have been confirmed by January, 1954, leaving a balance of 29,000. Including the staff which had been recruited since September, 1951, the number of temporary staff at present is about 97,000. A special directive has recently been issued to the Railways to place two officers on special duty—one from the Administrative Department and the other from the Accounts Department—to examine the justification for conversion of temporary posts into permanent ones, so that decisions may be taken quickly. The rules for seniority of staff of the regrouped Railways have also been issued, and as soon as the combined seniority lists are ready, it will be possible to accelerate the pace of confirmation. The conditions in the workshops are peculiar, and it is not

feasible to apply the same rule to the non-workshop staff.

I may say a few words regarding the provision of T.B. sanatoria. The position is that the Railways have already reserved 62 beds for Railway employees in various hospitals. It is now proposed to provide 24 beds in the K.B. Ray T. B. Hospital at Jadhavpur for the Eastern Railway employees, and 20 beds at Tambaram for the Southern Railway employees. Annexes will be built likewise in other Railways as soon as details are worked out. Besides, the Staff Benefit Fund Committee has reserved 55 T. B. beds in various hospitals. It is proposed to provide 250 beds.

Shri T. B. Vittal Rao (Khammam): Is it during this year?

Shri L. B. Shastri: I think within two years, it may be completed. It may be possible to do it within this year also, but it might go on to the next year.

Shrimati Sinha complained that the interests of the local people regarding employment in the Ganga Bridge Project were adversely affected. I may inform her that the Allahabad Commission will now be making recruitment for Class III staff. The requirement, in fact, of such staff in the Project will be very limited. Recruitment of Class IV staff and work-charged labour will be made by officers from the local people. She is suggesting to have members from each of the States on Railway Commissions. I may submit that it would not be correct to presume that the absence of such a representative will result in the claims of the residents of the State being ignored. The Commissions have been asked to give adequate consideration to the people of particular regions, and the fears of the hon. Lady Member on this score are therefore unfounded.

Shri Radha Raman referred to 145 vacancies of Class I posts not being filled up by promotions from Class II. The actual number of promotion vacancies to be filled up by 1st April

1953 is 59 against which 27 promotions have already been ordered and of the remaining 32, eight are under consideration of the Railway Board in consultation with the Railways and 24 are with the Union Public Service Commission whose concurrence in respect of two has just now been received.

I have given careful consideration to the complaints of Class II officers and have agreed to change the rule in their favour to the maximum extent I consider possible in public interest.

Shri Kachiroyar had asked why we were importing sleepers and not using wooden sleepers from Indian forests. In fact, the Railways are at present experiencing a serious shortage in the supply of this material and we are buying every wooden sleeper that we can get within our ceiling prices, which are economic prices, at which sleepers can be purchased. In fact, effort has been made by addressing the Chief Ministers of all State Governments—I myself have addressed letters to all the Chief Ministers—to assist the Railways in the supply of wooden sleepers, and it is hoped that some of them may agree to increase the supply to the Railways.

Shri Nijalingappa referred to the 17,000 cast iron sleepers lying with the Bhadravati Iron and Steel Works not having been taken over by the Southern Railway. I may inform him that the firm has been offered a rate for sleepers, which is the highest we are paying anywhere in the country. The Southern Railway has been instructed to take over these sleepers, provided the Steel Works are prepared to supply them at this rate.

Dr. Ram Subhag Singh has pointed out that a lot of damage is caused by the blocking of water by the railway line to Sakaria village in Shahabad District. I shall have this matter examined, but I myself propose to issue

general instructions that before the rainy season sets in, the railway engineers should go about and see where water-logging takes place on account of our railway culverts or bridges, to take necessary steps to tackle it.

Dr. Krishnaswami said that the North Eastern Railway was heavily burdened with strategic lines. I would like to inform the House that there are no strategic lines on the North Eastern Railway. It is however, true that the loss on the North Eastern Railway is to some extent attributable to the abolition of the charge on inflated mileage basis, which was applicable to certain plain sections, with effect from 1952-53. This contributed to a loss of Rs. 1.75 crores. I may also point out that the Assam section of the North Eastern Railway has, ever since its formation, always incurred losses in working.

In this connection, Dr. Krishnaswami also said that the idea of regrouping was that each regrouped Railway should pay its own way, as this was essentially the purpose of the late Shri N. Gopaldaswami Ayyangar. I would draw the attention of the hon. Member to paragraph 7 of Shri N. Gopaldaswami Ayyangar's speech when presenting the Budget for 1951-52, from which it would be clear that regrouping was intended for planning and carrying out a policy of uniformity in administrative pattern, rationalisation of workshops and other operational facilities, and for reducing the overheads by eliminating duplication of work and unnecessary correspondence between contiguous railways, in order to ensure more expeditious disposal of business. The hon. Member is already aware that it was not the intention that each zone should necessarily pay its own way financially. Consequent on regrouping, all the six zones were treated as one single system.

The hon. Member made another point regarding contribution to the

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Depreciation Reserve Fund. It is not quite clear whether he desired that the contribution should be of the order of Rs. 115 crores or whether he meant that the Railways should spend Rs. 115 crores per annum on rehabilitation and development programmes instead of at the present rate. The contribution to the Depreciation Reserve Fund as the House is aware, was fixed by the Convention Committee of the Constituent Assembly, at Rs. 15 crores, but was later raised to Rs. 30 crores per annum. I have no doubt that the scale of contribution to the Fund will receive the attention of the new Convention Committee to be set up for the purpose. Nevertheless, I must point out that the balance of Rs. 98.16 crores in the Fund at the end of 1954-55 cannot be said to be totally inadequate. Even if the rate of contribution is not enhanced, this balance would be adequate to meet the present and the future tempo of expenditure over a period of nearly ten years.

Kumari Annie Mascarene was rather vehement in her condemnation of the working of the Railways and the results produced by them, and she derived support in respect of her conclusions from a new yardstick of her own, which she has applied to the contribution by the Railways to the General Revenues. She has referred to the contribution to the General Revenues from 1950 onwards having been steady, in relation to the gross earnings, even though some of these years were peak years. I would like to point out to the hon. Member that the contribution to the General Revenues bears no relation to the gross earnings or income of the Railways, but is paid as dividend to the General Revenues at the fixed rate of 4 per cent. of the capital-at-charge under the new Convention of 1949. The increased quantum of payment to the General Revenues, however, is there to the extent of the increase in the capital at charge from year to year. I hope she will now agree that

this is not a clear proof of the unhealthy functioning of this department.

She also referred to a small mileage of 38 only having been promised to be completed in 1954-55, during the period of six years in respect of the Quilon-Ernakulam link. I am sorry, but there is a little misunderstanding of the position, in the mind of the hon. Member in this matter. The construction work actually commenced in 1952-53, and not in 1949, as supposed by her, only a survey had been authorised and completed during the intervening period. Then she said that the Gandhidam-Deesa railway link was built in a very short time, whereas this Quilon-Ernakulam construction is being delayed. About that, I would also like to inform her that the construction of the Gandhidam-Deesa railway link was started in January 1950, and the line was opened for traffic in October 1952, i.e. after 34 months.

Kumari Annie Mascarene (Trivandrum): 170 miles.

Shri L. B. Shastri: And not 19 months as stated by you.

I thought the ladies were not generally given to exaggerate, but somehow she has done so (*Interruptions*).

Mr. Deputy-Speaker: Still a *kumari*.

Shri N. C. Chatterjee: Attack on ladies.

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): *Kanya Kumari*.

Shri L. B. Shastri: It is a pretty word to use. Shri Frank Anthony referred to the reduction in the productivity of railway labour and stated that as against the figures of 1938-39 as base, the productivity in

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1948-49 had come down to 69 per cent. But I am glad to inform him and the House that on the same basis the index has gone up to 83 per cent. in 1952-53. The performance in 1948-49 was the lowest, but since then, there has been a steady improvement. He has referred to the low morale of railwaymen, and attributed this to various grievances, perhaps mostly due to regrouping—I do not know that, but I accept that railwaymen have grievances and they should be looked into, and I can assure him that grievances are being removed, as they come to my notice. Steps have already been taken to decentralise the sanction of leave and passes to the local officers.

As I just now informed the House, the seniority lists of the staff are being worked out and confirmations being speeded up.

Well, Sir, I do not like to say much about Chittaranjan. Shri Mukerjee is perhaps the only Member of this House who is critical of Chittaranjan. Perhaps, he is not so much against Chittaranjan or its workshop or production; he is greatly agitated over the security arrangements that exist there.

Shri Bhagwat Jha Azad (Purnea *cum* Santal Parganas): He wants more 'Chittaranjans'.

Shri L. B. Shastri: If he wants more 'Chittaranjans', his proposals are most welcome.

Shri K. K. Basu (Diamond Harbour): Minus the security.

Shri L. B. Shastri: I would like him not to bother much about the security arrangements that exist there.

Shri K. K. Basu: He cannot enter there.

Shri L. B. Shastri: What we have to concentrate on is more production in Chittaranjan and I entirely agree with him that we must make efforts to increase the production in Chittaranjan. I have no doubt that during the next four or five years, we will be able—al-

though we have not been able to reach the target just at present—to go beyond our target and try to produce 150 or if possible, more locomotives.

Sir, I am thankful to hon. Members for the patient hearing they have given me and I can only assure them that it would be my earnest endeavour to raise the efficiency and standards of railways higher still in order to serve the best interests of the people and of the Indian Railways themselves.

MOTION RE THIRD REPORT ON
PRIVATE MEMBERS' BILLS

House proceeds with Private Members' Resolutions, the time-limit has been fixed by the Advisory Committee.....

Shri K. K. Basu (Diamond Harbour): Is there a Motion?

Mr. Deputy-Speaker: Yes.

Shri Altekar (North Satara): I beg to move:

"That this House agrees with the Third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 2nd March 1954".

Sir, this is a simple recommendation fixing the time-limit for the first Resolution as 1½ hours, for the second Resolution, one hour, and if absolutely necessary, half an hour more, and for the third Resolution, two hours. It is not a controversial matter.

Shri Bhagwat Jha Azad (Purnea *cum* Santal Parganas): We are all agreed.

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 2nd March 1954".

The motion was adopted.