

KHADI AND VILLAGE INDUSTRIES  
COMMISSION (AMENDMENT)  
BILL\*

**The Minister of Industry (Shri Manubhai Shah):** I beg to move for leave to introduce a Bill further to amend the Khadi and Village Industries Commission Act, 1956.

**Mr. Deputy-Speaker:** The question is:

"That leave be granted to introduce a Bill further to amend the Khadi and Village Industries Commission Act, 1956."

*The motion was adopted.*

**Shri Manubhai Shah:** I introduce the Bill.

12.29 hrs.

RAILWAY BUDGET—GENERAL  
DISCUSSION

**Mr. Deputy-Speaker:** The House will now take up the general discussion on the Railway Budget, for which 14 hours have been allotted. I might state that according to the usual rule that we have followed, there will be a time-limit of 15 minutes for each individual Member, and about 20 minutes to half-an-hour in the case of leaders of groups or hon. Members who are set up as the spokesmen of their groups.

**Shri Tangamani (Madurai):** Mr. Deputy-Speaker, Sir, the hon. Railway Minister has presented the budget in this House on the 11th of this month. Since the budget was introduced, it has been discussed threadbare in the other House and the hon. Minister also has given a considered reply to the debate yesterday. We had also the privilege of going through his reply. Therefore, I shall not go into many of the points which have been raised in the other House and which he has covered; but I dare say that a num-

ber of hon. Members will raise the question of the operational efficiency and various other connected matter but I must confess that he has painted a rather bright picture as if very little has yet to be done, and I do not agree with his conclusion. Only the other day, the report of the Public Accounts Committee for 1958-59 was submitted to us and there many irregularities were pointed out. They have also pointed out two cases of avoidable loss—in one case about Rs. 34 lakhs was lost and an issue dragged on for three years and in another case they have mentioned the case of overpayment of Rs. 8.97 lakhs—and they have suggested that we must intensify our efforts to improve the technical capacity etc. So, if the Public Accounts Committee goes into this matter, they would have a lot of other things to say about the subsequent years also.

As I have pointed out, the motto of such an administration like the railways should be to serve the people. I do not say that nothing has been done in this regard. Actually, there are items for which the Ministry could take credit but, taken by and large the kind of service in a planned period the people have a right to expect from the railways has not been forthcoming. As others may join this trend I will take only three specific points to explain and clarify what I really mean. My first point will be on the question of amenities, quarters and the way the railway stations have been constructed. Secondly, I will point out the way the certain sectors of the railways have been neglected or ignored. My third point, a minor point, will be the question of trade unions and also staff matters.

Coming to the first point, I would like to point out that the Second Plan has been made out in a way that most of the industrial sectors are covered. Whenever there has been a demand that new lines should be constructed in certain areas we were told

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