

THE

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PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

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HOUSE OF THE PEOPLE

Thursday, 26th February, 1953

The House met at Two of the Clock

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

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

LEAVE OF ABSENCE

Mr. Deputy-Speaker: I have to inform the hon. Members that I have received a letter from Shri Murlī Manohar that due to his engagement before the Election Tribunal, Allahabad, in connection with his Election Petition case and due to certain domestic worries he could not join the present session of the House of the People from the 11th February, 1953. He is further unable to join this session till the end of this month. He therefore requests that his absence from the House for the period from the 11th February to the 28th, may be condoned.

The Member has been continuously absent since the 2nd August, 1952.

Is it the pleasure of the House that permission be granted to Shri Murlī Manohar for remaining absent from all the meetings of the House during this session up to the 28th February, 1953?

Leave was granted.

RAILWAY BUDGET — GENERAL DISCUSSION

Mr. Deputy-Speaker: The hon. Minister for Railways will now reply to the general debate and after he finishes his reply, Demands for Grants will be taken up.

The Minister of Railways and Transport (Shri L. B. Shastri): I must thank hon. Members for their very useful
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contribution during the last three days' debate. The criticisms, if I may be permitted to say so, were only occasionally off the mark. But, on the whole, they were generally restrained and constructive. Except for one or two hon. Members, others said some good things and good words regarding the railways, which should and will encourage us to put in more hard work. I am sincerely thankful for those remarks and we shall try to live up to them. It is not possible for me to cover all the points raised by hon. Members during the three days' discussion for sheer want of time. But I can assure hon. Members that all of them would be considered by me and the Railway Board and we will communicate to each Member who has raised them our own views in the matter. The Deputy Minister has ably replied to certain criticisms, which I need not repeat. I may, however, take up a few other important points raised by hon. Members.

I am glad that only one or two Members have some doubts about the figures of passenger earnings budgeted for 1953-54. I have every hope that we will be able to keep up to that level. In regard to goods traffic, some hon. Members of the Opposition are of the opinion that it should go up much further than my own expectations. I shall be happy if it would be so. But, it does clearly indicate that the estimates given by me cannot be dubbed as inflated. I personally think that they are fairly reasonable and should be reached. It has been frequently said from both sides that the fall in income is due to increased fare and freight rates. One, I think, cannot be categorical in such matters. I would like to point out one fact which is rather important. I shall give the House actual distribution of passengers and passenger earnings over specified distances of travel. Here are the figures for the number of passengers carried and earnings therefrom on Class I Railways from third class passengers during the year 1951-52. In the year 1951-52, from 1—50 miles,