

**Shri A. P. Jain:** We have taken a number of factors, namely, the comparative price indices, procurement prices in some years etc., into account, and have come to the conclusion that Rs. 10 per maund for wheat may be taken as a price which could not be considered to be unremunerative. The prices of foodgrains, namely, *Bajra*, *Jawar* and *Maize* have been fixed on a parity basis of Rs. 10 per maund for wheat.

**Shri Dabhi:** My second part of the question is not answered.

श्री किशोरी मिश्र : क्या सरकार को पता है कि धान गत वर्ष १६ रुपये मन बिकता था और इस साल धान ८ रुपये मन बिकता है और इसी तरह से ज्वार, बाजरा और ऐसी दूसरी चीजों को भी सरकार बहुत कम भाव पर खरीदने को तैयार है। उत्तर बिहार में चम्पारन और मुजफ्फरपुर के नेपाल समीपवर्ती इलाकों में भी ८ रुपये मन धान बिकता है। कपड़ के भाव तो २ प्रतिशत ही गिरा हैं, जब कि धान तथा अन्य चीजों के भाव ५० प्रतिशत गिर गए हैं। क्या मैं जान सकता हूँ कि सरकार इस सम्बन्ध में क्या कार्यवाही कर रही है ?

**Shri A. P. Jain:** It is a fact that while the price of foodgrains has gone down, the price of manufactured goods, which the peasant generally consumes, has not shown any tendency to go down. Government has been making every effort to help the agriculturists. In the case of certain agricultural produce, we have liberalised the export policy; e.g., in the case of rice, we have taken away the export duty of 20 per cent. and are encouraging the export of rice. We have also allowed a liberal quota for export of oilseeds. As I said before, we have also started purchasing coarse foodgrains in certain specified areas where the prices had gone down below the level fixed.

#### NEW RAILWAY FACTORY

\*464. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct another factory for the

manufacture of wagons in the near future;

(b) if so, when it will be implemented;

(c) whether any place has been selected for the purpose; and

(d) the estimated amount required to start the factory?

**The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan):** (a) No, Sir.

(b) to (d). Do not arise.

**Shri D. C. Sharma:** Is it not a fact that the Railway Ministry is suffering from a shortage of wagons? If so, how are they going to make up the deficiency?

**Shri Shah Nawaz Khan:** Although there may be a certain shortage of wagons at present, our indigenous capacity to produce wagons is coming up to anything in the neighbourhood of 12,000 wagons a year, and we feel that that would be quite sufficient for future requirements.

**Shri D. C. Sharma:** May I know how long it will take for the supply of wagons produced in India to catch up with the demands of wagons required in India?

**Shri Shah Nawaz Khan:** At the very outset, three to four years.

**Shri D. C. Sharma:** In view of the fact that there is a lag between the requirements of wagons and the production of wagons, is it not economical to produce wagons in India rather than send orders to other countries for supply to India?

**Mr. Chairman:** That will be entering into argument.

**Shri T. B. Vittal Rao:** May I know whether indigenous production is from the British-owned factories in India or Indian-owned factories?

**The Deputy Minister of Railways and Transport (Shri Alagesan):** Some of the wagon manufacturing firms continue to retain their European

names, but I understand their shares as well as managing agency are largely owned by Indians.

#### ELECTRIFICATION OF RAILWAYS

\*465. **Shri M. R. Krishna:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to electrify some of the Sections on the Central Railway;

(b) if so, the names of the Sections which will be electrified during 1955; and

(c) the estimated expenditure to be incurred thereon?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) and (b). There is a proposal to extend electrification on the section from Igatpuri to Bhusaval but no decision has been taken so far.

(c) Does not arise.

**Shri M. R. Krishna:** May I know the basis on which these lines have been selected for electrification?

**Shri Shahnawaz Khan:** The basis is the intensity of traffic.

**Shri M. R. Krishna:** May I know whether there is any proposal to electrify some of the lines in Hyderabad?

**Shri Shahnawaz Khan:** Not at present.

**Shri M. R. Krishna:** May I know whether the Ministry is aware of the fall in the supply of coal to the Railway due to electrification?

**Mr. Chairman:** I do not follow how it has any relevance to the question.

**Shri T. B. Vittal Rao:** May I know whether it is not a fact that, according to the statement made by the Chairman of the Railway Board, if you have got to electrify any of the lines, you will have to go in for import of electrical goods and equipment from foreign countries and that is the reason why electrification of lines is dropped for the present?

The Deputy Minister of Railways and Transport (**Shri Alagesan**): It is true that when we electrify, we have to import a great deal more than for steam tractors. That is one of the considerations, but in the course of the next two years, attempts are being made to have many electrical industries established in this country, in which case we may go ahead boldly with electrification plans.

**Shri Thimmaiah:** May I know whether the Government proposes to electrify railway lines where electricity is available in plenty?

**Shri Alagesan:** That will be one of the considerations when we undertake electrification. The availability of electricity and the rate at which it is available will be one of the main considerations.

#### RAILWAY CLASSIFICATION

\*466. **Shri Gidwani:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to change the classification system for passenger service on the Indian Railways;

(b) if so, the nature of changes contemplated; and

(c) the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (**Shri Shahnawaz Khan**): (a) Yes.

(b) and (c). In pursuance of the policy to reduce the number of classes of accommodation on trains, first class accommodation is being progressively withdrawn from 1-10-52. From 1-4-55, the existing first class will be completely eliminated and it has been decided to redesignate the present Second, Inter and Third classes as First, Second and Third classes respectively.

**Shri Gidwani:** What will be the difference in amenities in the newly created compartments of first class and second class? I hope I am very clear.

**Shri Shahnawaz Khan:** The idea is that without any increase in fares,