

## BUSINESS OF THE HOUSE

**Shri Kamath (Hoshangabad):** May I make a brief request? In the Bulletin dated March 1st, it is stated that the days on which the Budget discussion on Demands for Grants relating to various Ministries would be held would be announced in due course. This was on the 1st March, 1956. Today fortunately, the Minister of Parliamentary Affairs is here and I would request him to see that the dates are announced by the end of this week so as to enable us to prepare for the discussion.

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** I shall be able to announce them tomorrow.

## RAILWAY BUDGET—GENERAL DISCUSSION

**Mr. Deputy-Speaker:** The House will now resume general discussion on the Railway Budget. Out of 15 hours allotted for general discussion, 11 hours and 25 minutes have already been availed of. This leaves 3 hours and 35 minutes. I am calling upon the hon. Minister to reply to the debate at about 2:30. Now, it is about five minutes to twelve. He will close at 3:30.

**Shri Frank Anthony (Nominated—Anglo-Indians):** The Railway Minister's speech was, in my opinion, as significant for what it said as for what it left unsaid. There is no doubt that the advance of the administration in many directions warrants the congratulation of this House. But I feel that in the interest of the railways and in the larger interest of the country, it is very necessary to prevent any sense of complacency supervening on the Railway Administration or any belief becoming prevalent that everything in the railway garden is near perfect and above reproach. I am aware that in a vast sprawling administration of the size of the railways, there must be defects and dark spots and it is my endeavour to indicate where the remediable defects can be corrected and where light will lighten the dark spots.

So far as the financial allocation in respect of the Railway Administration is concerned, the Railway Minister and his administration have my very deep sympathy. The provision under the Second Plan is Rs. 750 crores. If we add Rs. 350 crores which the Railway Administration has to find itself, it comes to

Rs. 1125 crores. In my humble opinion, this provision is not only insufficient but it is hopelessly inadequate.

The original estimate of the Railway Administration was that it will have to provide 60.8 million tons in respect of the goods traffic. The Railway Minister has now revised that estimate and he now proposes to find increased capacity to the extent of 42 million tons for the goods traffic. I cannot help expressing the feeling that he has been driven to resort to a procrustean process. He has truncated his figures and his estimates in order to fit the truncated financial bed. My own view is that the Railway Minister during the Second Plan will require increased capacity for at least 75-80 million tons of good traffic. The Railway Minister has not made allowance not only for new projects but for the existing projects excepting for a few in the public sector. My own view is that these requirements in respect of the existing projects and new projects in the public sector will require a capacity for an additional ten million tons. The Minister has also not allowed for the needs of the private sector; he has not allowed for the needs of transport, irrigation, import and export and the vast volume of miscellaneous traffic for which I believe he would have been required to set aside another 25-30 million tons. In short, my estimate is—I believe events justify my estimate—that the Minister's estimate will be shown ultimately to reveal a shortfall or a gap of 30-40 million tons with regard to goods traffic. My own feeling is that there will be similar shortfalls with regard to passenger traffic.

12 Noon.

All that the Minister now envisages is to provide additional transport capacity for 15 per cent. of passenger traffic: I presume half of this will go to alleviate congestion and the other half to meet increasing passenger demands. According to his own estimate—his estimate is not only a conservative estimate but in my opinion it is an under-estimate—congestion will be intensified to the extent of 10 per cent. to 20 per cent. My view is that the Minister has not taken into account all the development envisaged in the Second Five Year Plan. Under the Second Five Year Plan we envisaged, I think, a 25 per cent. increase in the national income and a provision of 10 million more jobs. My view is that the shortfall with regard to passenger traffic will be between 30 per cent.