

[Shri Jagjivan Ram]

of the country. Lately, a number of big river valley projects have also been undertaken all over India, which also would have a bearing on the subject. The time has, therefore, been considered opportune to collect and compile all the knowledge now available in the science of water engineering and hydrology and make it available to railway engineers engaged in the task of bridge construction and bridge rehabilitation as envisaged in the Plan. The Ministry of Railways have, therefore, appointed a high level committee of engineers with Dr. A. N. Khosla, ex-Chairman of the Central Water and Power Commission and now Vice-Chancellor of Roorkee University, as Chairman, in order to prescribe appropriate designs and formulae for waterways and other instructions for the upkeep of bridge structures, protection works, etc.

In the White Paper mention has been made of our endeavours for attaining some degree of self-sufficiency in the production of the railways' requirements in the country. As the designs for these are constantly improving and no self-sufficiency can be achieved without a proper technological background, there was need to further strengthen the present research, design and standardization organisation and I am taking suitable steps to do so.

In the sphere of railway operation in the current year, one satisfactory feature is the increase of about ten per cent. in the originating tonnage handled by railways over the last year and the relatively free movement of traffic all over the country, particularly through most of the break-of-gauge transshipment points at Moghal Sarai, details of which have been given in the White Paper. Equally heartening is the improvement in the utilisation of rolling stock particularly wagons. There has been a steady increase in passenger and goods train miles and net ton miles per wagon per day on the broad gauge

have increased to the record figure of 541, never attained before in the country.

I am glad to be able to say that staff relations have generally been satisfactory during the year. Matters of interest relating to the staff have been detailed in the White Paper, and I need not repeat them here. There is one subject, however, which I should like to mention. It has been noticed that in the matter of promotion of Class IV employees to higher classes, the present rules are rather restrictive and for certain categories there is no avenue of promotion at all. I shall have this matter examined to see how the opportunities for advancement could be improved for these employees, consistent with efficiency.

Before concluding, I wish to record my appreciation of the assistance and co-operation I have received even during the short period that I have been in charge of this Ministry from all railwaymen. The responsibility which has devolved on them under the impact of the Five Year Plans is enormous, but I am confident that they will rise equal to the task set before them.

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareli Distt.—East): May I know if Volumes I and II of the Railway Code will be supplied to us?

Shri Jagjivan Ram: I will look into the matter.

STATEMENT REGARDING SUPPLEMENTARY DEMANDS FOR GRANTS FOR 1956-57.

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (General) for 1956-57.