

(c) since how long they are lying vacant; and

(d) the reasons thereof?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): (a) No.

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

12 hrs.

**PAPERS LAID ON THE TABLE**

**SECOND ANNUAL REPORT OF HINDUSTAN STEEL PRIVATE LTD.**

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): I beg to lay on the Table, under sub-section (1) of section 639 of the Companies Act, 1956, a copy of the Second Annual Report of the Hindustan Steel Private Ltd., for the year 1955-56. [Placed in Library. See No. S-171/57].

**AMENDMENT TO REGISTRATION OF NEWSPAPERS (CENTRAL) RULES**

The Minister of Information and Broadcasting (Dr. Keskar): I beg to lay on the Table, under sub-section (2) of section 20A of the Press and Registration of Books Act, 1967, a copy of the Notification No. S.R.O. 1971, dated the 15th June, 1957, making certain further amendment to the Registration of Newspapers (Central) Rules, 1956. [Placed in Library. See S-172/57].

**MINISTERS' (ALLOWANCES, MEDICAL TREATMENT AND OTHER PRIVILEGES) RULES**

The Minister of State in the Ministry of Home Affairs (Shri Datar): I beg to lay on the Table, under sub-section (3) of section 11 of the Salaries and Allowances of Ministers Act 1952, a copy of the Ministers' (Allowances, Medical Treatment and other Privileges) Rules, 1957, published in the Notification No. S.R.O. 1154, dated the 5th April, 1957. [Placed in Library. See S-173/57].

**AMENDMENT TO MINISTERS' (ALLOWANCES, MEDICAL TREATMENT AND OTHER PRIVILEGES) RULES**

Shri Datar: I beg to lay on the Table, under sub-section (2) of sec-

tion 11 of the Salaries and Allowances of Ministers Act, 1952, a copy of the Notification No. S.R.O. 1863, dated the 1st June, 1957, making certain amendment to the Ministers' (Allowances, Medical Treatment and other Privileges) Rules, 1957. [Placed in Library. See No. S-173/57].

**REPORT OF BOARD OF DIRECTORS OF NATIONAL SMALL INDUSTRIES CORPORATION PRIVATE LTD.**

The Minister of Industry (Shri Manubhai Shah): I beg to lay on the Table, under sub-section (1) of section 639 of the Companies Act, 1956, a copy of the Report of the Board of Directors of the National Small Industries Corporation Private Ltd., for the period ended 31st March, 1956. [Placed in Library. See No. S-174/57].

**HALF-YEARLY REPORT OF COIR BOARD**

The Minister of Industry (Shri Manubhai Shah): I beg to lay on the Table, under sub-section (1) of section 19 of the Coir Industry Act, 1953, a copy of the Half-yearly Report on the activities of the Coir Board for the period from 1st October 1956, to 31st March, 1957. [Placed in Library. See No. S-175/57].

**BUSINESS OF THE HOUSE**

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): With your permission, Sir, I rise to announce that Government business in this House for the week commencing Monday, the 12th August, 1957, will consist of:

- (1) Further discussion and voting of Demands for Grants in respect of the Ministry of Rehabilitation;
- (2) Discussion and voting of Demands for Grants for the Ministries of Steel, Mines and Fuel; Works Housing and Supply; and Home Affairs.

I would also like to announce one change in the order of discussion of

[Shri Satya Narayan Sinha]

the remaining Demands for Grants. This will have the effect of the Demands for the Ministry of Commerce and Industry being brought forward before those for the Ministry of Labour and Employment.

APPROPRIATION (RAILWAYS)  
NO. 2 BILL

The Minister of Railways (Shri Jagjivan Ram): I beg to move\*.

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the service of the financial year 1957-58 for the purposes of Railways, be taken into consideration."

Shri Naushir Bharucha (East Khandesh): I desire to touch on three points which were not touched during the discussions when the relevant demands under the head Railways were taken up. The first point that I desire to make is with regard to the question of economy in repairs and maintenance. This House is aware that the actual amount for 1955-56 was Rs. 80 crores and for 1957-58, it is Rs. 93 crores. Throughout the discussion on the railways the Railway Minister has not made it clear how the additional expenditure of Rs. 13, crores has been justified. If we take the explanation that has been given on page 41 of the Demands for Grants we find some effort is made to explain away this extraordinary rise in one item of expenditure to the tune of Rs 13 crores.

It may also be seen that this expenditure on repairs and maintenance so far as the requirements of the various railways are concerned, is not proper, and it is very difficult to see how it is that in certain cases the expenditure on repairs and maintenance has increased by leaps and bounds. What is more, there is no evidence to show at the time when

we are talking so much about economy by cutting down ten per cent of the salaries, there is no mention whatsoever of the economies that will be effected in the matter of repairs and maintenance. Rationalisation and modernising of the workshops is one direction by which economy can be effected. Fixing of norms for the workmen is another direction, but we do not know whether anything has been done about it or in the matter of standardisation in respect of the manufacture of wagons and interchangeability of parts which could save crores. But we have not been told even one word on the discussion of the railway budget if that has been done. What is more, the checking of over-indentments is necessary. It still continues. As this House is aware, the Railway Enquiry Committee actually stated that certain stores were indented to an extent that would last the railways for 100 to 200 years! I do not know whether over-indenting is in anyway now checked. No mention has been made, throughout the discussion of the railway budget, of this point

The second point to which I shall refer is the question of fuel consumption. It will be observed that the actuals for 1955-56 came to Rs. 39 crores and this suddenly jumped up to more than Rs. 50 crores. On an average there is an increase of Rs. 2 crores in every Railway. Some attempt is made to explain away this increase in cost of fuel, but I may point out that if we turn to page 68 of the Demands for Grants, some very curious figures are shown there. We have been told that the increase in fuel expenditure is due to the fact that more locomotives are put on rail and there has been an increase in the number of trains. If that is so, may I ask the hon. Railway Minister why on page 68, the "cost of other fuel" has been put down as Rs. 588 lakhs for 1956-57 and that it has gone down in 1957-58 to Rs. 558 lakhs? If really you put more locomotives—I have no

\*Moved with the recommendation of the President.