

each of the following papers under sub-section (2) of section 16 of the Tariff Commission Act, 1951:—

- (i) Report of the Tariff Commission on the continuance of protection to the Electric Brass Lamp Holders Industry.
- (ii) Government Resolution No. 48(l)-T.B./56, dated the 22nd March, 1957.
- (iii) Tariff Commission's letter No. TC/ID/E-65, dated the 24th December, 1956, with which the Report at (i) above was forwarded to Government.

[Placed in Library. See No. 56/57 for (i) to (h).]

**THE BUDGET (RAILWAYS),
1957-58—GENERAL DISCUSSION—continued.**

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI SHAH NAWAZ KHAN) : Mr. Chairman, I am very grateful to the hon. Members of this House who generally spoke very approvingly of what the Railways were doing.

SHRI H. N. KUNZRU (Uttar Pradesh) : The Members behind him only.

SHRI SHAH NAWAZ KHAN: I said 'generally', Sir. During the course of the debate certain very valuable suggestions have been made for which we are grateful and we will take all those suggestions into consideration and do whatever is possible. It is not possible for me to deal with every single point, but I will try and reply to as many points as is possible.

Shri Govinda Reddy spoke about the shortage of essential materials like steel, and he wanted to know whether that shortage was due to lack of planning or inter-Ministerial co-ordination. I can assure him that it is due to neither of these factors. There is a general shortage of steel

throughout the world and it is because of this and because of the tight foreign exchange position, the difficulties of shipping, the Suez crisis and the general international situation. There can, however, be no two opinions about the extreme gravity of the position in view of the fact that no alternative or substitute for steel can be considered for permanent way, rolling stock, bridge girders and workshop production, which comprise the main items in railway requirements of steel. At the request of the Ministry of Heavy Industries, the Ministry of Railways have decided to take over the procurement of steel materials, and an adequate organisation is being set up within our Ministry. In view of the world-wide shortage of these materials, certain drastic changes in the procedure of procurement may be necessary, e.g., establishing direct contact with the producers of steel. All these matters are under the active consideration of the Ministry and no procedural difficulties will be allowed to stand in the way.

He also spoke about the shortage of wooden sleepers. We have done whatever is possible to secure wooden sleepers within the country. At present our forests can supply us only one-third of our requirements. We have also carried out certain experiments for seasoning of wood which is not so hard and which is not generally suitable for sleepers. That experiment is also going on. In spite of that we are not self-sufficient in wooden sleepers.

The hon. Member, Mr. Reddy, also touched on the question of making railway bridges fit for heavier loads. Railway bridges on the trunk routes are being built to main line standards, permitting axle loads of 22.5 tons on the broad gauge, and are fit to carry the heaviest locomotives we have. The question whether our track and bridge standards should be increased is now the subject of very careful study taking all relevant factors into consideration.

[Shri Shah Nawaz Khan.] Mr. Reddy also referred to the preliminary report of the team of American surveying experts. That preliminary report by itself, Sir, is a document of a very technical nature, and it is for this reason that it has not been placed before this House. Normally, preliminary reports are not placed on the Table of the House. If the House is interested, after the report is finalised, it can be placed on the Table of the House.

The Central Standards Office" is getting out a design for a broad gauge open bogie wagon with higher capacity, and the implications of running such wagons on certain sections of the railways are under examination. The existing screw couplings can take a maximum proof load of 18 tons, and this design has been strengthened to take a proof load of 22 tons. For heavier loads the couplings would have to be re-designed completely, and this question is being studied further by this American team. A certain special type of wagons has also been ordered with centre buffer couplers to work in block rakes to carry iron ore to steel plants.

The hon. Member also referred to the lack of administrative training of railway officers. I can assure the House, Sir, that the railways are fully alive to the necessity of giving excellent training, both technical as well as administrative, to our officers. We have established a Staff Training College at Baroda, where we are giving both technical and administrative training to our officers. At present that college is giving training mainly to officers who are newly recruited but we hope, Sir, that after the shortage of officers is made up this college will be utilised for running refresher courses of various nature for the officers so that the officers can be kept up to the mark in the latest techniques that are being developed in other parts of the world.

He also talked about introducing some scheme for distribution of prizes

to those categories of staff or to those stations which do outstanding work. He would be glad to learn that we already have such schemes in hand. Only recently a reward of Rs. 5,000 and a set of free passes were given to the operative staff at Moghalsarai. They had done work of a very outstanding nature and their services were recognised and they were given a reward of Rs. 5,000 towards the staff amenities and other things which would benefit the staff as a whole. This amount was given for that work, and we fully realise the good that can come out of introducing such schemes and will certainly keep those schemes in view.

I am sorry hon. Dr. Kunzru is not here. He made a mention of research work on railways. I may state that it has recently been decided to reorganise the research work on railways and to place all work connected with research, design and standardisation under one organisation. The Central Standards Office for railways and the Railway Testing and Research Centre are being merged into one organisation called the Research, Design and Standardisation Organisation. The new Organisation will be headed by an officer of the rank of General Manager and designated as Director General. He will be assisted by the three Directors in charge of Research, Civil Engineering Standardisation and Mechanical Engineering Standardisation. The programme of research work undertaken including items to be framed out and the priority for each investigation was being decided by a controlling committee consisting of senior railway officials and the Director General of the Council of Scientific and Industrial Research. In order to make a concerted drive towards furtherance of research activities on railways and to secure the active participation of important laboratories and scientific research institutions already set up by the Government, the research work on the railways will hereafter be controlled by the Central

Board of Railway Research comprising of the following: —

Chairman, Railway Board.

Member, Engineering.

Two representatives to be nominated by the Council of Scientific and Industrial Research.

Director General, Research, Design and Standardisation Organisation as Secretary

SHRI H. N. KUNZRU: A four-member committee?

SHRI SHAH NAWAZ KHAN: There will be five members on this committee. There will be the Chairman, Railway Board; Member, Engineering; two representatives to be nominated by the Council of Scientific, and Industrial Research; and the Director[^] Research, Design and Standardisation Organisation.

SHRI H. N. KUNZRU: The only outsiders that you have are the representatives of the Council of Scientific and Industrial Research. That is the only outside organisation that will be represented on the committee.

THE MINISTER FOR RAILWAYS AND TRANSPORT (SHRI JAGJIVAN RAM) : That is the most representative organisation.

SHRI H. N. KUNZRU: Any association that is regarded as most representative by the Government will of course be most representative. But that is not a fact.

SHRI SHAH NAWAZ KHAN: The question has also been considered whether research units should be set up on each railway and in bigger workshop. The problems on various railways being similar, require common solution, and the tendency the world over is to centralise the work of railway research. For detailed work as required on different railways, projects and other railway workshops, setting up of a local research and design centre is under consideration.

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One reason for the difficulty experienced in getting suitable personnel to man the various posts in the research organisation is that such of those as were selected were apprehensive of losing their chances of promotion on the railways. To overcome this difficulty and I hope this will meet the criticism of the hon. Member—the pay scales of officers other than the Director General and the Directors are now being regulated in such a manner as to afford necessary protection to the officers in regard to the pay that they would have otherwise drawn on their parent railways. The scales of pay are so devised that these will permit of the appointment of suitable persons from outside the railways as well.

The hon. Member also mentioned about the accidents which were caused due to the running staff not getting adequate rest. The hours of work are regulated in accordance with the decisions of Justice Rajadhyaksha who was appointed to adjudicate in the dispute on this point. As a result of this a 54-hour week was fixed, and this time-limit is not superseded. Sometimes, of course, it so happens that in the case of running staff on goods trains, they may have to work for longer hours than eight hours a day, but after ten hours of continuous duty they can ask to be relieved, and they are relieved. This matter of giving adequate or ample rest to the running staff had been engaging the attention of the Railway Board and the Railway Ministry, and a committee of senior officers went into this question very thoroughly in order to find out if there was anything that we could do to give more facilities for rest to the running staff. This matter has been looked into in some detail. Maybe that there are still some stations which might not have been looked into because they may not have come to our notice. But I would be very grateful if the hon. Member can pass on any information that he has about the places where the running staff does not get enough rest, and we shall certainly take the necessary steps to improve the position.

[Shri Shah Nawaz Khan.]

Then, Sir, Dr. Kunzru also referred to the increase in the number of claims for compensation in respect of the goods lost or damaged. I would assure him that this problem is receiving our continuous attention and that the Claims Preventions Organisation with several inspectors on each railway and the reorganisation of the Railway Protection Force are expected to check the tendency to an increase in claims. If these organisations should need any further strengthening, this will be done, Sir. Dr. Kunzru also mentioned something about the doubling of the railway line between Agra and Allahabad.

SHRI H. N. KUNZRU: Agra and Delhi. I think I said 'Agra and Delhi'. However, any information about both these points will be equally welcome.

SHRI SHAH NAWAZ KHAN: Sir, there is already a double track for the 142 miles between Kanpur and Tundla, and patch doubling for 40 miles out of the 121-mile section from Kanpur to Allahabad has been taken in hand, but there is no proposal for doubling the 19-mile section from Tundla to Agra as it involves heavy expenditure for bridging the Yamuna river.

Then, Sir, he also made enquiries about the new Raja-ki-Mandi station which has not been brought into use. The reason for this delay in bringing this station into use is that we were expecting that the Improvement Trust sewers would be available to us for linking up the sewage system with that. There has been some delay because the sewage system of the Improvement Trust is not ready. The railways had, therefore, to make other arrangements. And this is responsible for the delay that has been caused, but we hope to bring this station into full working within the next three months.

SHRI H. N. KUNZRU: May I ask whether there is any hope of that station being improved? If my hon.

friend has not seen it, I would request him to go to Agra one day and see it.

SHRI SHAH NAWAZ KHAN: Yes, I will. Thank you.

Then, Sir, Shri Ram Sahai mentioned something about the late running, of trains on the Ujjain-Bhopal section which resulted in the connection with the Punjab Mail being missed. According to the information that has been given to me, during the last four months from November to February, the connection was missed only eleven times. The situation is not so bad as the hon. Member sought to make out. He also wanted Mail and Express trains to stop at Sanchi. On important occasions like the Buddha-Jayanti all the Mail and Express trains are stopped, but otherwise there is no justification from the traffic point of view for stopping these fast trains.

श्री राम सहाय (मध्य प्रदेश) : मैंने विदिशा (भलसा) के बारे में कहा था । सांची ठहरन के बारे में नहीं कहा था ।

SHRI SHAH NAWAZ KHAN: That will be looked into.

Then, Sir, several Members also complained about overcrowding. The Second Plan provides for an increase of 10 per cent, passenger transport capacity on the broad gauge and 23 per cent, on the meter gauge. This, we fully realise, Sir, is not adequate to cope with the overcrowding that exists on the Indian railways, but our main difficulty is the lack of funds, and subject to that limitation, we are trying to improve the situation as much as we can. And whenever there are any sections requiring our particular attention, they are certainly attended to within our available resources.

श्री राम सहाय : मैंने मध्य प्रदेश में जबलपुर को झांसी और ललितपुर से जोड़ने के बारे में और विन्ध्य प्रदेश में एक रेलवे लाइन डालने के बारे में कहा था ।

श्री शाहनवाज खां : मैंने पहले अज्ञ कर दिया था कि सब प्रश्नों का उत्तर देना मुमकिन नहीं होगा क्योंकि इसमें बहुत देर होगी। अगर कोई खास चीज हो और आप लिख कर भर्जें, तो मैं आप को जवाब दे दूंगा।

Then, Sir, Shri Lalchand Hirachand Doshi suggested that the concessions which were being given in increasing numbers tended to increase the overcrowding. He will be glad to learn that we have already decided to cut down those concessions wherever it is possible. We have withdrawn concessions given for attending the various local fairs and *melas*. But the hon. Member will appreciate, Sir, that there are certain concessions which cannot be done away with such as those given to students and certain delegates attending conferences of an all-India nature for educational, social and cultural purposes. Those concessions, of course, we have to continue. But we are trying, as far as possible to cut out all the unnecessary concessions that had formerly been given.

SHRI H. P. SAKSENA (Uttar Pradesh) : What is your decision about the concessions allowed to the Members of Parliament?

SHRI J AG JI VAN RAM: That depends upon the decision of the House and the Chair.

SHRI SHAH NAWAZ KHAN: Then, Sir, more than one Member spoke about the contributions which the railways have to make to the General Budget.

SHRI LALCHAND HIRACHAND DOSHI (Mysore): There is one point which has not been replied to. We find that there is some staff for preventing overcrowding. In spite of the fact that prosecutions have been launched in connection with overcrowding or standing on footboards, we see, day after day, people standing on footboards. What is that railways staff doing?

SHRI SHAH NAWAZ KHAN: Sir, people have to travel.....

SHRI LALCHAND HIRACHAND DOSHI: Are they travelling with the connivance of the railway staff?

SHRI SHAH NAWAZ KHAN: No, Sir. The railway staff do not connive at this. But we do admit that there is overcrowding on the Indian railways. I am afraid, Sir, that it will continue for some time. We are trying to do whatever is possible. But unless we have more rolling stock on the line, we cannot improve the situation to a great extent. And at the same time, we cannot prevent the people from travelling. If they have to go, well, they have to go.

SHRI LALCHAND HIRACHAND DOSHI: But you prosecute the bus operator for it.

SHRI SHAH NAWAZ KHAN: I would get on to my next point, regarding the contributions of the railways to the Depreciation Reserve Fund. Mr. Lalchand Hirachand Doshi observed that the contribution to the Depreciation Reserve Fund of Rs. 45 crores was inadequate, and Shri Kishen Chand also pointed out that the contribution to the Depreciation Fund should be larger. As the House is aware, the Convention Committee of the Parliament prescribed in 1954 an annual contribution to the Depreciation Fund of Rs. 35 crores only, and subsequently in view of the heavy rehabilitation expenditure envisaged in the Second Five Year Plan, the annual contribution to the Fund was enhanced with the approval of the Parliament from Rs. 35 crores to Rs. 45 crores, with effect from 1955-56. It is expected that with contribution at this level, we should be able to meet the rehabilitation expenditure provided for in the Second Five Year Plan, although this would mean depleting the present balances of the Fund to a considerable extent. This is engaging the attention of the Railway Ministry, but I may mention that with the present level of earnings, it is not

[Shri Shah Nawaz Khan.] possible to increase further the contribution to the Depreciation Reserve Fund.

I shall now come to catering. Dr. Seeta Parmanand referring to catering on the railways, said she wanted to give a tonic to the Ministers.

MR. CHAIRMAN: She is here.

SHRI SHAH NAWAZ KHAN: I thank her very much for being so considerate as to give tonics to us, but by the grace of God both the Ministers here are in perfect health, and it does not appear as if we need any tonics.

SHRI M. GOVINDA REDDY (Mysore): She will make you indisposed.

SHRI SHAH NAWAZ KHAN: Catering, I hope the hon. Member will agree with me, is rather a difficult thing. It is difficult to satisfy the different tastes of the persons who travel on Indian railways. There is such a wide disparity of tastes, and if I may be excused for taking up the time of the House, I would describe a small incident which occurred in my own experience. That, I think, would illustrate the point. I heard complaints about the catering on the Grand Trunk Express. I travelled incognito and boarded the dining car. There were some military people travelling in that train. One of the sepoys, a Madrasi, was sitting in the car, and both of us started talking. I ordered rice and curry. As soon as I took a mouthful, I started hiccupping, because there was too much of chilli in it. Then I thought that the complaints about this catering were perfectly justified. I felt enraged and I was determined to set this thing right when I returned. Then I asked the Madrasi sepoy sitting next to me how he liked the food. He said that the food was excellent and that he liked it. There was plenty of it. The only complaint he said he had against the food was that there was not enough chilli in it. I gave up the game and returned to my compartment. I hope

hon. Members will admit that it is rather difficult to satisfy different tastes, and there is such a wide variety of tastes. I need not take up much of the time of the House on this, as a suitable reply was given by Shrimati Ramamurthi to this point. She happens to be an expert in home science, and I am sure the House would accept her version of it, because she is an expert. I would only say that departmental catering has been introduced only on a limited scale on certain Indian railways, where it did not exist before. It is true that in some places it is running at a loss, but our policy is to run on a no-profit no loss basis. We are trying to take steps which, I hope, will lead to this loss being eliminated.

DR. SHRIMATI SEETA PARMANAND (Madhya Pradesh): What about the lines where it is running at a profit?

SHRI SHAH NAWAZ KHAN: We will use it in places where it is running at a loss.

She also talked about the tea stall at Chhindwara. She wanted to know why the Railways had not taken over this tea stall. I am glad to inform her that we have already taken over this tea stall.

DR. SHRIMATI SEETA PARMANAND: When? Last week?

SHRI SHAH NAWAZ KHAN: I cannot say when, but we have taken it over.

DR. SHRIMATI SEETA PARMANAND: Even till the 11th of this month it was not taken over.

SHRI SHAH NAWAZ KHAN: She also complained of the noise which the hawkers make at nights -distnefe™~ her sleep. (3u'Uwu"~fl

DH. SHRIMATI SEETA PARMANAND: Not only mine, but of many others.

SHRI SHAH NAWAZ KHAN: I am bringing this complaint to the notice

of the General Managers of Railways for necessary action, but the noise cannot be eliminated completely. We will try to reduce it, but even at night a certain amount of hawking happens to be essential.

SHRIMATI T. NALLAMUTHU RAMAMURTI (Madras): I hope that at least the hawking of dolls at Agra and Mathura stations will not be prohibited. The dolls and curios are peculiar to those places and cannot be had in Madras.

MR. CHAIRMAN: Does the Railway Ministry rule by dividing women?

SHRI SHAH NAWAZ KHAN: She also complained of the lack of will on the part of the Railways to associate women on the various committees that are appointed on Railways. I am glad to inform her that we have provided specially for a lady member on the passenger Amenity Committees, Timetable Committees and Suburban Railway Users' Consultative Committees and we have also recently set up a Catering Supervisory Committee on each of the seven Zonal Railways consisting of three to five members, the majority of them being ladies.

DR. SHRIMATI SEETA PARMANAND: That is an old decision. I referred to it myself. But that does not solve the problem.

SHRI SHAH NAWAZ KHAN: We are prepared to give ladies the majority of seats in these Committees.

She also wanted a direct through coach to run between Nagpur and Jabalpur. This is being looked into very sympathetically, and I hope it will be possible to accede to her request.

She also made a complaint, a bitter complaint, about some reference she made regarding some information which she wanted about some special train. The letter was received here but was sent to the General Manager and within four days of the receipt of her letter, a reply was sent to her to

this effect. Perhaps by that time she had moved from that place.

DR. SHRIMATI SEETA PARMANAND: My dak is redirected here, and I have not received this reply. Though I made the complaint on the floor of the House the other day again, I have not been given that information, even to this day.

SHRI SHAH NAWAZ KHAN: If the hon. Member would let me have her requirements, I shall give the information.

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Shri Bisht mentioned the unfortunate incident that occurred at Lucknow station when certain passengers crossing the track to board a train on the wrong side were run over by a pilot. The shunter of the pilot has been arrested and an inquiry has been ordered into the accident.

Shri Bisht referred to the railway-men as a pressure group, always threatening strikes and said that the Railway Ministry got nervous at these threats. Apparently he was referring to the recent redistribution of posts. I should like to point out that such a redistribution was already visualised in the Budget Speech of Shri Lai Bahadurji, and this is not a case of the Ministry having succumbed to any threats from labour, but of implementation of an undertaking already given nearly a year ago. Shri Bisht also suggested that there was over-staffing in the third and fourth categories of employees, and he referred to the position before independence when he said that the mileage was about 40,000 and the people working on the railways themselves were 6J lakhs. Actually, the number of staff on Government railways was 9.8 lakhs on the eve of independence. A portion of the railways went to Pakistan in 1947, but since independence, there has been a 14 per cent, increase in the number of passengers and a 45 per cent, increase in tons originating, while the increase in ton miles carried is 62 per cent. This is a very substantial increase. In addition the staff of the

[Shri Shah Nawaz Khan.] States railways have been taken over on the integration of the States and the Adjudicator's Award regarding hours of work and periodic rest and leave reserves has resulted in an increase of 75,000 in the number of staff. It is true that the number of staff-II ii, Hun Uiat" Lliii number—ef staff relatively to the mileage on American railways is much smaller than in India but the comparison is hardly fair. They have a very highly mechanised railway system in America and the comparison would not be quite fair.

Shri Bodra referred to reservations in railway services for Scheduled Castes and Tribes. Against 5311 posts reserved for Scheduled Castes and 1754 posts reserved for Scheduled Tribes in 1955-56, 2192 and 179 candidates respectively were selected. In the Class IV Services, the North Eastern Railway recruited about 13 per cent, the South Eastern Railway about 16J per cent, and the Eastern Railway about 23 per cent, from the Scheduled Castes. We are aware that the position in regard to recruitment from Scheduled Tribes is not satisfactory. But the railways are doing everything possible to ensure that the reservations are implemented to the maximum extent possible. I may also inform the House that instructions have been issued by the Railway Ministry to the various Commissions and the various offices who make the recruitment to even go to the extent of relaxing the standards which are normally laid down for the selection of candidates for such services.

The hon. Mr. Sinha contrasted passenger amenities at the smaller stations with those at the larger ones. He complained that attention was being paid only to the larger stations. I may inform him that this is not quite so and we have actually laid down certain minimum amenities that have to be provided at each station. Even if it is a very small station, certain minimum amenities have to be provided and that programme

(Interruption.)

SHRI KRISHNA MOHAN PYARE
SINHA (Bihar): It is strange.....

SHRI SHAH NAWAZ KHAN: Buildings cannot go up overnight. It all takes time but I can assure him that there is no intention on the part of the Railway Ministry to ignore the smaller stations or the branch sections. It will be done on a priority basis.

The hon. Mr. Narasimham suggested that the operational efficiency of Railways had deteriorated primarily because of unsatisfactory industrial relations. The indications given in the white paper of the operation during the year will, however, show that the picture is one of satisfactory all-round improvement. He referred to a case of a permanent way inspector at Gudivada and he complained that the only punishment that had been awarded to the culprit was to transfer him. I may inform him that the transfer was effected in order that he should not interfere with the evidence, and during the course of enquiry certain charges have been established against him and he has been served with a charge-sheet for removal from service. It is also our intention to prosecute him. I can assure him that where corruption is proved on the railways, we are not lenient to anybody.

He also drew attention to the fact that the *ad hoc* tribunal appointed in 1953 had not functioned. There was some delay at first in the statement of the N.F.I.R. being filed. At one of the preliminary meetings thereafter the question of the validity of the issues included under item No. 1 was raised and the tribunal directed that the N.F.I.R. and the Railway Board should get together and decide by mutual agreement the actual issues that should be included under this item. It was also agreed that the other items might also be discussed and as a result of the discussions items 2, 3 and 4 were settled. The 5th has been referred to the Ministry of Labour

and the issues remaining to be dealt with, under item 1 after our announcement of the 10th February 1957 are now being referred to the tribunal. I may add that the reasons why it has not been possible for the Board to discuss these issues with the N.F.I.R. or for the tribunal to function, are generally known.

He also referred to the arrears of work in the Vijayawada Division of the Southern Railway. It is true that, consequent on regrouping and a host of other problems regarding seniority etc., work fell into arrears in a number of cases. But special steps have been taken on all railways to clear up the arrears and in November 1956 the Southern Railway appointed a squad of 19 to visit all the divisions and ascertain the position of outstandings. Additional staff has been sanctioned for each division, and it is expected that the arrears will be cleared in the near future. It is not, however, correct that there is not enough staff on railways to deal with the current work, although due to a sustained and continuous increase in traffic there may occasionally be a gap between the immediate requirement and the staff available.

Shri B. P. Agarwal and some other Members also raised the question of the type of commodore in railway coaches. The present policy is to fit Indian type of commodore in the second and third class compartments and to the extent of 50 per cent, in the first class. I may add, however, that research is in progress to evolve a dual-purpose commodore fitting which will provide both types of convenience in a sanitary manner. Shri Agarwal mentioned the need for a through train between Delhi and Sikar. This question has been examined on more than one occasion and it has been found that there is no justification for running a through train, but there is some justification for running an additional coach and this has been introduced.

Shri Kishen Chand referred to the problem of overcrowding on certain sections and suggested more shuttle trains or the attachment of more coaches to through trains on those sections. Since most of the long-distance trains are running with the maximum permissible load, the attachment of more carriages to them is not feasible in many cases; but the administrations have been instructed to increase the load of existing trains where it can be done without serious repercussions on their running. Shri Kishen Chand will, however, be glad to know that the Ministry has already been introducing diesel rail-cars on more sections for the benefit of short-distance passengers. Only a few weeks ago, twelve such cars were introduced on the metre gauge of the Southern Railway and six on the Northern Railway. Six more have been allotted to the North Eastern Railway. Twenty-four broad gauge diesel rail-cars are proposed to be procured from Australia, half of which will go to the Southern Railway and the other half to the Northern Railway. We have also placed an order for 10 broad gauge diesel locomotives of 2,000 h.p. each. These, when received, will work between Dhanbad and Moghalsarai and between Asansol and Rourkela.

The hon. Member also raised the question of fuel economy. This question is being actively pursued and some of the measures taken are (a) rationalisation of coal supplies so that coal of consistent quality from fixed sources is supplied to complete districts or Zones, (b) training of inspectors and foot-plate staff in firing technique, (c) improved maintenance of locomotives, (d) intensive utilisation of locomotives by pooling of crews, (e) the prevention of wastage of coal in the preparation of locomotives for service and through handling and pilferage losses, (f) scheduling of goods services to minimise light engine movements and traffic detentions, and (g) fixing of trip rations for train services and statistical control on train performance.

[Shri Shah Nawaz Khan.]

The hon. Member, Dr. Radha Kumud Mookerjee, spoke about the over-aged rolling stock. I should like to assure him that the Second Plan contemplates a substantial reduction in the percentage of over-aged rolling stock. Although it will not be possible due to limitation of resources, to eliminate over-aged locomotives completely, for the broad gauge stock, the number of over-aged locomotives is expected to be reduced to 18 per cent from the present 33 per cent and that of the wagons to about 10 per cent from the present 18 per cent, and in the case of coaches to 14 per cent, compared to the present 32 per cent. In respect of the over-aged metre and narrow gauge stocks also, they are expected to be much lower than at present. Similarly in respect of track renewals, every effort is being made, consistent with the availability of material and financial resources, to wipe out the arrears. I would like to assure the hon. Member that there is full appreciation of the need for a scale of priorities in regard to projects undertaken.

The position in regard to the construction of new lines for underdeveloped areas is that the original proposal to construct about 3,000 miles had to be reduced to about 850 miles owing to paucity of funds, and new lines have had to be limited to those which are essential and urgently required to move the extra traffic connected with the higher steel and coal output during the Plan period.

In regard to other works, highest priority has naturally been given to safety works and these are followed by works urgently required for the movement of steel and coal traffic. The provision for passenger amenities is limited to Rs. 15 crores during the entire Plan period, which comes to less than 11 per cent of the total expenditure of Rs. 1,125 crores, and even in respect of these every effort is being made to economise on the use of essential materials such as cement and steel.

Sir, with these words, I would like to assure the House that the railway-men are fully alive to the great responsibility that has been placed on their shoulders for the successful implementation of the Second Five Year Plan and I can assure hon. Members and through them the country that the railwaymen are determined to do their duty by the country and the nation.

THE FOREIGNERS LAWS (AMENDMENT) BILL, 1957

MR. CHAIRMAN: Now we pass on to the Foreigners Laws (Amendment) Bill, 1957.

THE MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI B. N. DATAR): Sir, I beg to move:

"That the Bill further to amend the Foreigners Act, 1946, and the Registration of Foreigners Act, 1939, as passed by the Lok Sabha, be taken into consideration."

Sir, the House is aware that during the British regime, the word 'foreigner' was defined in a particular way so as to exclude members of the then British Empire, now to a certain extent the Commonwealth. This created certain difficulties. Recently, we have passed the Citizenship Act and it is open to every foreigner, if he desires to be a citizen of India, to seek admission under the Citizenship Act. It is now an anachronism to have on the Statute Book certain Acts which take away certain foreigners from the definition of the word 'foreigner' in these two Acts. Therefore, it was necessary that this definition should be widened. Foreigners should be defined as those who are not citizens of India. In the first Act, it might be found that the word 'foreigner' has been defined in such a way as to exempt those who are natural-born British subjects or who have taken British nationality under the British Nationality and Status of Aliens Act which has now been repealed by the