

give us an idea of the total amount of compensation claimed that has to be given?

Shri Shahnawaz Khan: So far only a very limited number of claims have come in: twenty-three claims in respect of those who died, twelve in respect of property and one claim in which no particulars have been given. As I said, a Claims Commissioner has been appointed and no doubt further applications will be received by him in due course of time.

Shri P. C. Bose: May I know if the damaged line has been repaired and re-constructed with sufficient safety margin to withstand another blast of flood like that?

Shri Shahnawaz Khan: The line has been re-constructed, but the bridge is being reconstructed. At present it is being surveyed. Only temporary traffic across the bridge has been restored.

RAILWAY BOARD

*187. **Shri S. C. Singhal:** Will the Minister of Railways be pleased to state:

(a) the necessity for adding one more Member to the Railway Board; and

(b) the annual establishment and other expenses of the Railway Board for the last three years?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) As I said in the statement made by me on the floor of the House on the 24th September, 1954, it was decided to increase the strength of the Railway Board by one in view of the imperative need for scientific planning and expediting the implementation of large Schemes which the Railways will be called upon to undertake in the coming years.

(b) The expenditure of the office of the Railway Board during the last three years was as follows:—

(In thousands)	
1951-52	30,26
1952-53	31,82
1953-54	35,58

Shri S. C. Singhal: The Railway Board was created in the year 1905 in order to exercise government control over company-managed railways when railways were working under the Commerce and Industry Department of the Government of India.

Mr. Speaker: Order, order. What is his question? He may put his question.

Shri S. C. Singhal: It is the question, Sir.

Mr. Speaker: He is reading some history.

Shri S. C. Singhal: Not history; it is only the context.

Now, when all the railways are State-owned and State-managed and re-grouped only in six railways for administration and there is a full-fledged Railway Ministry, do the Government in such circumstances not consider the desirability of abolishing the Railway Board?

Mr. Speaker: Do Government consider the desirability of abolishing the Railway Board, in fact what is the necessity for it? That is his question.

The Minister of Railways & Transport (Shri L. B. Shastri): I do not think so.

Shri M. L. Dwivedi: In view of the fact that various Consultative Committees at the Centre and in the regions have been constituted, what is the reason for continuing still the Railway Board?

Shri L. B. Shastri: They are entirely two different things, the Consultative Committee and the Railway Board.

Shri M. L. Dwivedi: May I know whether the Committees cannot perform the functions of the Railway Board?

Mr. Speaker: They are Consultative Committees. This is an executive body.

Shri L. B. Shastri: They perform entirely different functions.

Shri V. P. Nayar: May I know whether one of the functions of the Railway Board is to advise the Railway Ministry, and may I also know whether it is a fact that one of the members of the Railway Board who relinquished office recently has been appointed as an Adviser to the Railway Ministry?

Shri L. B. Shastri: Everything that Mr. Nayar has said is correct.

AMRITSAR-LAHORE RAILWAY LINK

*188. **Shri Gidwani:** Will the Minister of Railways be pleased to state whether goods traffic will also be resumed between the two stations on the Amritsar-Lahore Railway Line?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shah Nawaz Khan): Indo-Pakistan goods traffic was resumed on "Paid-To pay" system introduced from 6th November 1949 and is booked "Paid" by one country upto its border station and "To pay" for the remaining portion of journey falling in the other country.

Shri Gidwani: Is there any likelihood of traffic being resumed on the Jodhpur side?

The Minister of Railways and Transport (Shri L. B. Shastri): Unless the Pakistan Government agrees to it we cannot resume that traffic.

Shri Gidwani: Have any negotiations been carried on to that effect?

Shri L. B. Shastri: There has been some talk going on, but this matter has not been finalised yet.

Shri K. K. Basu: May I know whether there is a proposal to restore railway connection from Sealdah to North Bengal through Pakistan?

Shri L. B. Shastri: We have not received any such proposal.

EXPANSION OF SUGAR FACTORIES

*189. **Th. Lakshman Singh Charak:** Will the Minister of Food and Agriculture be pleased to state:

(a) the number of applications for expansion of the existing sugar factories; and

(b) whether all the applications received have been forwarded to the Licensing Committee appointed under the Industries (Development and Regulation) Act, 1951?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 30 upto 3rd November, 1954.

(b) No. Out of the 30 applications received, 26 have already been disposed of by the Licensing Committee. The remaining 4 will be forwarded to the Licensing Committee on receipt of certain supplementary information which has been called for from the factories concerned.

Th. Lakshman Singh Charak: May I know which area these applications were mostly from?

Dr. P. S. Deshmukh: Naturally, since the applications are from the existing sugar factories they are bound to be from those areas where the sugar factories are in large number.

Mr. Speaker: He wants to know the area.

Dr. P. S. Deshmukh: That is, U. P. and Bihar.

Th. Lakshman Singh Charak: What action has been taken by the licensing authority on the applications forwarded to it?

Dr. P. S. Deshmukh: As I have mentioned, we have approved some of them and the remaining are pending.