

(b) if so, what are the reasons for this?

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): (a) and (b). The grading of staff for purposes of pay scales followed in the Indian Airlines Corporation is different from that adopted by the Central Government and, therefore, no comparison of the pay scales is feasible. The Indian Airlines Corporation have divided their employees into 19 Grades for purposes of pay scales while the Government have 4 Grades for purposes of travelling allowance and 4 Classes for purposes of service conditions.

#### N.E.S. Blocks in Orissa

312. Shri B. C. Mullick: Will the Minister of Community Development be pleased to refer to the reply given to Starred Question No. 878 on the 6th December 1957 and state:

(a) whether the Government of Orissa have since taken up extension work in ten National Extension Service Blocks; and

(b) if not, the reasons for the delay?

The Minister of Community Development (Shri S. K. Dey): (a) No, Sir.

(b) Due to the shortage of trained personnel required to man the blocks.

Mr. Speaker: There is a motion for calling attention to a matter of urgent public importance. I find that the hon Member, Shri Raghunath Singh, is absent.

12 hrs.

RE: MOTION FOR ADJOURNMENT

SUICIDE BY A STUDENT OF DELHI  
POLYTECHNIC

Shri S. M. Banerjee (Kanpur): Regarding the notice of adjournment

motion in connection with the strike in the Delhi Polytechnic, you stated that the hon. Minister would make a statement. This matter is really very serious. I would request the hon. Minister to make a statement at least tomorrow.

The Deputy Minister of Education and Scientific Research (Shri M. M. Das): The other day I met you and informed you about some difficulties because the police were taking some time to submit their report about the investigation they were carrying out in connection with the suicide case. You very kindly told me that Government should make a statement as soon as we got the police report. We have now received the police report and are going to make a statement tomorrow.

#### ELECTION (S) TO COMMITTEE (S)

##### INDIAN NURSING COUNCIL

The Minister of Health (Shri Kar-markar): I beg to move.

"That in pursuance of clause (o) of sub-section (1) of section 3 of the Indian Nursing Council Act, 1947, as amended by section 4 of the Indian Nursing Council (Amendment) Act, 1957, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the Indian Nursing Council".

Mr. Speaker: The question is:

(i) "That in pursuance of clause (o) of sub-section (1) of section 3 of the Indian Nursing Council Act, 1947, as amended by Section 4 of the Indian Nursing Council (Amendment) Act, 1957, the members of Lok Sabha do proceed to elect in such manner as the Speaker may direct, two members from among themselves to serve

[Mr. Speaker]  
as members of the Indian Nursing Council."

The motion was adopted.

ADVISORY COUNCIL OF DELHI DEVELOPMENT AUTHORITY

Shri Harmarkar: Sir, I beg to move:

"That in pursuance of clause (h) of sub-section (2) of section 5 of the Delhi Development Act, 1957, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority."

Mr. Speaker: The question is:

(ii) "That in pursuance of clause (h) of sub-section (2) of section 5 of the Delhi Development Act, 1957, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority."

The motion was adopted.

Mr. Speaker: I shall hereafter take care in allotting front seats. I find the front seats always empty. Therefore, those hon. Members who continue to be absent from the front seats will be allotted rear seats hereafter.

RAILWAY BUDGET—1958-59

Mr. Speaker: The hon. Minister of Railways.

The Minister of Railways (Shri Jagjivan Ram): Mr. Speaker, Sir, I rise to place before the House the Estimates of Receipts and Expenditure of the Indian Railways for the year 1958-59.

Financial Results of 1956-57

2. As usual, I shall deal first with the completed accounts of the previous year. The actual gross traffic receipts were Rs. 347.57 crores against the Revised Estimate of Rs. 350 crores, the shortfall of Rs. 2.43 crores being, mainly under the goods traffic. The Ordinary Working Expenses, on the other hand, showed an increase of Rs. 4.91 crores, over the Revised Estimate of Rs. 229.03 crores, due partly to heavier expenditure on repairs and maintenance, and partly to unforeseen miscellaneous expenses under the Suspense head. After allowing for other minor variations, the actual net surplus stood at Rs. 26.22 crores against the Revised Estimate of Rs. 26.96 crores. The entire surplus of the year was credited to the Development Fund.

Review of 1957-58—Operation

3. Before I come to the Revised Estimate of the current year, I would like to give the House a broad picture of the operating position on the Railways during the last twelve months. During 1956-57, the first year of the Second Five Year Plan, the total tonnage lifted was 124 million tons against 114 million tons in 1955-56, that is, an increase of 8.8 per cent. In the current year, there has been a further increase in traffic. The wagon loadings of originating traffic have risen by 5.3 per cent. on the Broad Gauge and 9.5 per cent. on the Metre Gauge upto the end of December, 1957. The overall coal loading in the country has increased in the current year by 6 per cent. compared to last year; in the Bengal and Bihar coalfields an average of 3,680 wagons are being loaded daily showing an increase of 6.5 per cent. Movement of goods traffic via break-of-gauge points has shown a substantial increase, being 13.8 per cent. on the broad gauge and 14 per cent. on the metre gauge. There has also been a similar increase in the movement of traffic over difficult routes; for example, an average of 2,050 wagons