

ELECTION TO COMMITTEE

DELHI DEVELOPMENT (PROVISIONAL)
AUTHORITY

The Minister of Health (Shri Kar-mar): Sir, I beg to move:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, 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 Delhi Development (Provisional) Authority."

Mr. Speaker: The Question is:

"That in pursuance of clause (g) of sub-section (2) of Section 3 of the Delhi (Control of Buildings Operations) Act, 1955, 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 Delhi Development (Provisional) Authority."

The motion was adopted.

*DEMANDS FOR GRANTS—
RAILWAYS—Contd.

Mr. Speaker: The House will now proceed with further discussion of the Demands for Grants—Railways. Six hours were allotted for Demand No. 1; the House has already taken six hours and two minutes. The hon. Railway Minister.

The Minister of Railways (Shri Jagjivan Ram): Sir, quite a number of Members have spoken on this Demand and several useful suggestions have been made. If, I were to mention the various points covered, they would come under the following categories: Railway Board, the question of unions and Federation, staff matters, passenger amenities, overcrowding, planning and development,

Shri Tyagi (Dehra Dum): And averaging the fares.

Shri Jagjivan Ram: and certain other minor matters of local importance.

Sir, I will start with the Railway Board. My hon. friend Shri Vittal Rao and some other hon. Members referred to the question of the expansion of the Railway Board. Perhaps, Mr. Vittal Rao's was the most objective criticism. He asked whether before strengthening the Railway Board the question of work load was examined. It was done. We should not forget that the work of the Railways have tremendously increased. The mileage may be more or less the same, as when Pakistan was part of India. There might not have been appreciable increase in the mileage of the railways, except that a few State Railways which were not the direct responsibility of the Railway Board at that time have since been taken over by the Government of India. That has to some extent increased the mileage of the railways. But that I am not urging as a justification for strengthening the Railway Board. If you look to the volume of traffic that has been generated since then and the responsibility that has devolved upon the Railway Board as a consequence of that, it will be appreciated that the strengthening of the Railway Board was necessary and it has been done.

There were four Members in 1939; in 1947 it was increased to five and that number continues. Five Additional Members were added to it in 1956 and they are continuing. We have increased the strength and the level of Directors and Joint Directors as well. This was necessitated by the volume of traffic and also earnings. Apart from the figures of 1939, if we take the figures of 1951-52 and compare them with the figures of 1957-58, the earnings have gone up from Rs. 291 to Rs. 378. There has been a corresponding increase in the working expenses also. The number of the staff has also increased.

*Moved with the recommendation of the President.