

**Shri D. Sanjivayya:** That would again depend on this fact, namely, whether they are run departmentally or whether are managed through a corporation.

**Shri S. M. Banerjee:** There is no corporation in defence.

**Mr. Speaker:** Order, order. The hon. Minister should not yield; he should go on.

**Shri Joachim Alva:** I may mention that the departmental railway waiters have not been paid their wages for the last two months.

**Mr. Speaker:** Order, order.

**Shri D. Sanjivayya:** Railways are departmentally run. Post and Telegraphs also. I have already mentioned that.

**Shri A. P. Sharma:** The question was one of competing or non-competing workshops.

**Shri D. Sanjivayya:** Departmentally run public sector undertakings will not derive any benefit either under the Bonus Act or on account of the decision recently taken by the Government.

**Shri A. P. Sharma:** Whether they are competing or non-competing?

**Shri D. Sanjivayya:** They will not derive any benefit irrespective of the fact whether they are competing or non-competing. (Interruption).

**Mr. Speaker:** Let us proceed now.

**Shri K. N. Pande:** Sir, my point has not been answered.

**Mr. Speaker:** We will see some other time.

13.14 hrs.

RESOLUTION RE. REPORT OF  
RAILWAY CONVENTION  
COMMITTEE—contd.

**Mr. Speaker:** The House will now take up further consideration of the following Resolution moved by **Shri S. K. Patil** on the 8th December, 1965, namely:

"That this House approves the recommendations contained in the Report of the Committee appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance vis-à-vis the General Finance which was presented to Parliament on the 29th November, 1965."

**Shri Alvares** may continue his speech.

**Shri Alvares (Panjim):** Sir, yesterday we discussed the report of another Commission, the Finance Commission, which deals with the relation of finances that can be shared between the Union and the State Governments. The Railway Convention Committee is another of this type which deals with relations between the Union Government and one of its departmentally run undertakings—the Railway undertaking.

While appreciating the fact that the Railway undertaking is agreeable to pay a higher dividend on the capital-at-charge, one must realise that this is not sufficient. Much has been made of the fact that the Railways are paying a dividend. But let me remind the hon. Minister that the Deputy Chairman of the Planning Commission said sometime ago that all public sector undertakings must pay dividend on amount invested up to 10 per cent, otherwise it would be difficult to establish the viability of any particular undertaking. The Railways are there, whether they are viable or not,

[Shri Alvares]

and since they constitute perhaps the most important infra-structure of our economy, they will be there whether they run into a loss or they make a profit.

The affluence of the Railways today is not a real one. There have been various circumstances contributing to it. Therefore, there is a need of measures for an overall economy so that the real position in the Railways may be ascertained. So I hope that what the Railway Convention Committee has decided, for increasing the interest rates as well as of the dividend on the capital-at-charge, will be progressively increased to approximate 10 per cent in the future.

But may I ask whether this question of increasing the interest rates is in conformity with the rate at which capital has been borrowed? Much of this capital represents capital borrowed at lower rates of interest many years ago. The fact that the Committee decided to increase the interest rates up to 1963-64 and thereafter goes to show that much of this capital has been recurring and every recurring capital, as one knows, comes in for a higher rate of interest at successive borrowing stages. Therefore, all interest on capital invested must bear the current rate of borrowing interest, and I would like to know whether this rate as recommended by the Railway Convention Committee is at the current interest rates at which Government generally borrows money to be invested in the Railways.

The second point that I would like to make is about the development fund and amenities. I see that the Railway Convention Committee or the accountants in the Railways have made a dichotomy between development and amenities. The provision made for development is too low, when we look at the state of the traffic in the country, the manner in which the passengers are made to

travel, we find that not only are these conditions miserable but they are also a disgrace to the country.

13.17 hrs.

[SHRIMATI RENU CHAKRAVARTY in the Chair]

Third-class passengers, as I have said in my speech during the discussion on the Railway Budget some time ago, will not have even sitting room even at the end of the Fourth Plan. If this is the condition in which the third-class passengers, from whom an overwhelming portion of the railway revenues are derived, are made to travel, may I ask why there is such a low provision for development fund? After all, as I have said, the major income comes from the third-class passengers, and if the development fund is so low it means that the provision for amenities for passengers will not be commensurate with the need, and therefore the passengers will be made to travel in this disgraceful condition for, perhaps, in perpetuity. Therefore, there is a need for provision of a higher proportion for the development fund and I do hope that when the Railway Budget is formulated for the next year this point will be taken care of.

The third point that I would like to refer is in regard to amortization. There is a very welcome reference that there is an element of over-capitalisation in the Railways. It is mentioned at Rs. 119 crores. Rs. 119 crores in proportion to Rs. 2675 crores may not look much. It does not look much either in proportion or in percentage. As a percentage it represents over-capitalisation of only 5 per cent. But Rs. 119 crores as a block is certainly a fantastic figure, and the fact that the Railway Convention Committee has been able to persuade the Government to take steps to amortize this amount is welcome. But I am sure, at the same time, that if a committee is set up of the Railway Board itself which ferrets out more

items or more investments which are useless and which can be very well amortized, then there can be two favourable consequences. The first will be, as the capital is amortized interest charges will be reduced and there will be more money to pay for dividend. Secondly, there is the advantage of loan that is amortized, in the sense that loans paid back to Government, which had been invested hitherto by Railways, can be invested by Government elsewhere. There is today a stringency of capital and if capital is tied down by over-capitalisation in the different projects as well as in the private sector, this represents money that is tied down to no purpose at all.

As the Railway Convention Committee has suggested, Rs. 119 crores in the first instance should be amortised in the sense that effort should be made to repay Government part of the loan that the Railways have taken and I hope that measures will be undertaken whereby more capital could be repatriated back to the creditor, that is, the Government. In this way the Railways can save on interest charges and also permit the Government to reinvest the amortised money or loans in other undertakings in the country.

The next subject that I would like to refer to is in regard to the amounts paid to the State Governments in lieu of passenger tax. Yesterday, I had drawn attention to the Finance Commission's Report where certain States had complained that there was a gradual attrition in the number of items on which they could tax people in the country and, therefore, there was reduction of the elasticity of their revenues. The complaint was made that while reducing the amount on taxable items, the Government of India, at the same time, was not sufficiently exploiting those items which were taxable and which were surrendered to the Government of India for taxation.

Similar is the question of tax on passengers. The States were persuaded by the Government of India to surrender this item of taxation to the Centre and in lieu thereof the Railway revenues gave back to the States Rs. 12.5 crores by way of compensation. Again there is a complaint that because of increased traffic earnings, which means extra passengers travelling, even the increased compensation given to them was not sufficient to compensate them for what they would have earned if they had levied, what you may call, the terminal tax. There must be a measure of consultations between the Minister of Railways and the Chief Ministers and Finance Ministers of the States. If the Centre is progressively taking over items of taxation from the States, obviously, the States will be left with lesser number of items for taxation and will not be able to make up for their development plans. Therefore, may I suggest that the Railway Minister should meet the Finance Ministers of States and find out ways and means by which this item of Rs. 16.25 crores, which is an increase over the Rs. 12.5 crores, may be further increased so that the States, which are complaining of lesser compensation given to them, may be satisfied.

One last reference is in respect of certain moneys given to the States for provision of certain measures to avoid accidents. While the States have been complaining that they are not getting sufficient finances and there is reduction in their revenues, at the same time, there is a legitimate and genuine complaint from the Centre that the States are not utilising the money for the purpose for which it was given and are diverting it to other schemes. This is a danger. The money made over to the States for the purpose of taking certain emergency measures to avoid accidents etc. should be so utilised; therefore, the Railway Minister, when he makes over this money, should take adequate precaution to see that this

[Shri Alvares]

money is utilised for the purpose for which it was meant.

There is nothing more that I have to say on this question of the Railway Convention Committee's Report. I may only state this finally that the Railways are today enjoying an artificial affluence and this cannot continue for ever. All over the world the Railways run at a deficit and are subsidised by the Government. The Railways in India are in a fortunate position of running the industry as non-competitive. If there is a further demand on railway earnings either by way of dividends or by way of deficit in running, all that the Railway Minister can do is to come before Parliament and ask for an increase in fares. There is a protection for his revenues which is not there in other cases. Therefore I call it artificial affluence. The affluence is of an artificial type.

As development grows there is bound to be competition from other forms of transport and I hope the Railway Minister, and the Convention Committee when it meets next time, will take this into consideration and see that the Railway revenues are placed on a sound footing and that the artificial affluence which the Railways today enjoy will be of a more permanent nature.

**Shri V. B. Gandhi** (Bombay Central South): Mr. Chairman, we have before us the recommendations of the Fourth Railway Convention Committee. These are excellent recommendations. Among them we see that a very wise decision has been taken for increasing the annual dividend payable by the Railways to General Revenues. Then, the States are going to benefit a great deal more—in fact, an additional dividend of 1 per cent is going to be made available to the States in future. Then, provision for depreciation has been made at a higher rate. A gradual beginning has also been made for amortisation of the unproductive portion of the

capital-at-charge. Finally, we have the increase in the provision for railway amenities to passengers. Actually, a sum of Rs. 3 crores, as in the previous period, has now been increased to Rs. 4 crores annually.

We agree with the Railway Minister that the railways have been making a continuous progress and have been able to maintain a satisfactory working relationship with the General Revenues. In view of these facts, I am sure, this House will want to approve these recommendations.

Now I wish to say just a word about the position of the States as a result of these recommendations. The States will benefit. The States used to get in the past Rs. 12.5 crores as payment in lieu of passenger tax. Now they will be getting Rs. 16.25 crores. That is not all. They will actually be getting much more—in fact, they will be getting on the average something like Rs. 18 crores annually because the recommendation of the Convention Committee is that an additional 1 per cent on the capital invested up to 31st March, 1964, should be paid to the General Revenues to be transferred to the States. As the Railway Minister has informed us yesterday, that will come to an average of about Rs. 18 crores annually. With this increase in the availability of resources to be transferred to the States, we have to consider certain chronic complaints of the States.

The States have been saying, and they have made representations to the Fourth Finance Commission, that the fixed lumpsum amount that is made available to them does not provide any element of elasticity, any element of growth; in other words, the amount that the States are to receive should grow with the growth of Railway earnings from passenger traffic. From the way in which the recommendations of the Fourth Railway Convention have provided it, we see that there is definitely an element of elasticity as desired by the States

because the amount available to the States is bound to increase as the amount of the dividend increases in course of time.

We can, of course, appreciate that the States are chronically in a state of want for resources. The purpose of providing the extra amount that is going to be made available to the States by this arrangement of paying one per cent extra dividend is that the States should be able to provide their portion of the resources required for providing safety measures and such other amenities. The existing arrangement, it seems, is that the Railways only try to provide only a certain portion of the cost of safety measures. Supposing there is a requirement that a level-crossing be eliminated or an under-bridge or an over-bridge be provided, then the present practice is that the Railways provide a road of 24 feet width and the cost of approach roads and the cost of any greater width in the road required by the States or by the road authorities or Municipal Corporations as the case may be, has to be met by the States or the Municipal authorities. That presented a difficult problem for the States in their present stringent condition in respect of available resources for such purposes. Therefore, by this new recommendation of the Convention Committee, which is going to leave to the States a balance of something like Rs. 3.75 crores in addition to getting a lump-sum payment which has been raised to Rs. 16.25 crores, the position will greatly improve and I hope that the States will use these extra resources so made available to them for the purposes for which they are intended.

With these words, I support the motion.

**Mr. Chairman:** Dr. U. Misra.

**Shri Hari Vishnu Kamath (Hoshangabad):** I rise on a point of order. I am sure the House will agree that, when you are in the Chair, there must be quorum in the House.

2189 (A) LSD—6.

**Mr. Chairman:** There should be quorum even if I am not in the Chair.

The bell is being rung.

13.37 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

**Mr. Deputy-Speaker:** Now there is quorum. Dr. U. Misra.

**Dr. U. Misra (Jamshedpur):** We have no objection to giving more contribution to the General Revenues as recommended, but Railways are also taking loans from the Government with interest. Why should these loans not be given interest-free, so that much of the savings of the Railways can go towards the amenities fund of passengers as well as of the employees?

The question at present is what amenities the Railways give to their employees, leave apart the passengers. The Railways themselves admit that they have providing housing only for 60 per cent of their employees and 40 per cent of their employees have not yet been provided housing facility. Even in regard to the 60 per cent of the employees who have been provided with the housing facility, you will find that some of the houses are so old and dilapidated that they are not fit for human habitation; some of them are those which were built during the days of the British regime for the native coolies; drivers and firemen, who belong to a very important category of employees, have been allotted these houses. Whereas the rent, which was Rs. 3½, has gone up to Rs. 24 or 25. This is the condition with regard to housing facility and thus if the Railways can utilise the money for that purpose, over and above the money which they are spending now, the position will definitely improve. I spoke during the 1963 budget that Railways, being the largest employer, should show some social security examples. It is my experience that more employees in the Railways suffer from T.B. than

[Dr. U. Misra]

those in any other organisation. There is no provision for mass X-raying or for providing medical facilities properly to the railway employees. I do not know how long the railways will take to provide such amenities.

**Dr. M. S. Aney (Nagpur):** May I draw your attention to the fact that the discussion that we are now having is on the railway convention and not on the general railway budget or any supplementary Demand of the railways? So, questions not relating to the particular motion before the House are irrelevant. So, you may kindly ask the hon. Member not to speak about the other things but to speak only on the railway convention.

**Dr. U. Misra:** I am speaking in connection with the contribution of the railways to the general revenues. Instead of what is being recommended, I am suggesting what other amount is to be given, and, therefore, I think that I am completely within my rights when I refer to these things.

Before these moneys are given to the general revenues, I feel that the money should have been utilised for all the expenses which I have pointed out.

I feel also that the railway finances could have been bettered by taking proper care of railway properties. Many of the railway properties are neglected and there is a large amount of pilferage. If the pilferage is stopped and railway property is taken proper care of, the revenues of the railways can grow.

There is one other point that I want to make in regard to the depreciation fund in the railways. I think that the railways do not have a proper account in regard to this fund. I feel that this depreciation fund has been accounted in an arbitrary way. Whatever amounts should have been put in the replacement fund have been put in the depreciation fund. I would, therefore, submit that the railways

should have a proper accounting of their assets so that the depreciation fund may be properly accounted.

Then, I would like to make one submission on the question of payment to the States, about which the previous speakers also have spoken. Rs. 12.5 crores was being given to the States before. Now, it will be one per cent over the investment, and so straightway it will go up to Rs. 16.25 crores and the balance will be for the safety arrangements. But I would like to know what mechanism is there to see whether this money has been properly utilised by the States and whether the safety arrangements are provided properly by the States.

We have been discussing for long about the question of gates and over-bridges.

श्री हुकूम खन् वल्लभाय उपाध्यक्ष  
महोदय, मैं आपकी ध्वस्त्या चाहता हूँ।  
सदन में इस समय गणपूर्ति नहीं है।

**Mr. Deputy-Speaker:** The hon. Member may resume his seat for a while. There is no quorum. The bell is being rung—Now, there is quorum. Dr. U. Misra may now resume his speech.

**Dr. U. Misra:** Some sort of machinery should be set up to see that this money is really spent for safety purposes. There is a gate at Patna where an accident and a death occurs every day, but nothing has been done either by the railways or by the State concerned to avoid accidents and deaths.

In regard to users' amenities, the amount has been increased from Rs. 3 crores to Rs. 4 crores. This represents an increase of Rs. 1 crore only. I wonder whether this is not a cruel joke. I do not know what amenities the passengers will have with this increase of Rs. 1 crore, considering the number of passengers on the railways.

**Shri S. C. Samanta** (Tamluk): We welcome the recommendations of the Railway Convention Committee, and we are glad also that almost all the recommendations have been accepted by Government. But I would like to draw the attention of the hon. Minister to one point. The last recommendation of the Railway Convention Committee is to the effect that the Committee recommends that the provisions for the users' amenities to be provided out of the railway development fund may be raised from Rs. 3 crores to Rs. 4 crores per annum during the next five-year period. I think the hon. Railway Minister is agreeable to that.

We, the Members of Parliament, are associated with the National Railway Users' Consultative Committee. There are also zonal users' consultative committees where the Members of the State Legislatures and other interests also are represented. That is good as far as it goes. And we feel that this extra sum of Rs. 1 crore will be well spent. But in this connection I would place one proposal before the House and the hon. Minister for consideration. We have so many informal consultative committees here attached to every Ministry. But, as regards the railways, there is only the users' consultative committee for the whole of the railways. There is no body which can look to the finances and the working of the railways. The hon. Minister may kindly consider where it is not possible to establish another informal consultative committee for the railways also as is the case with the other Ministries. Even in the case of the Finance Ministry which did not have such an informal consultative committee before, we are now having one such committee. Therefore, I would press that for the railways also there should be established one such informal consultative committee.

**Dr. M. S. Aney**: In the olden days we used to have a standing finance committee for the railways also.

**Shri S. C. Samanta**: This year, I find that the Railway Convention Committee wanted information about the detailed working and expenditure of the railways and that was supplied to them. But I would submit that every year we must look into the working of the railways. This is my humble suggestion.

I wholeheartedly support the recommendations of the Railway Convention Committee and request Government to consider my proposal.

**Shri Shinkre** (Marmagoa): I wish to sound a note of dissent, or rather a note of discord, because I do not want that a very active, clever and amiable Minister like my hon. friend, Shri S. K. Patil, should be too complacent about the achievements of the railways which he calls every now and then the largest public sector undertaking doing excellently.

I am not opposed as such to the Resolution brought forward by my hon. friend, on a short-term policy basis, but I am opposed to it on a long-term policy basis, because I feel that if we want to call ourselves or continue to call ourselves a welfare state, then we must stop once for all calling the railways a public undertaking being worked on commercial lines, because in an under-developed country like ours, where thousands and thousands of square miles do not have a rail track or a railway station, if the Railway Ministry want to operate the railways in the land on a commercial basis only, when can we, and how can we, expect any rail line within the reach and access of the average citizen of the country? They will say that those lines are unremunerative, and if in one or two cases they have built some unremunerative tracks because they were necessary from the point of view of defence, that is no reason to expect from the railways a spreadover of

[Shri Shinkre]

the railway lines to every region of the country where there is no railway transport now available.

Therefore, I think the railways must be brought under the general supervision of Parliament so that Parliament could make the railways implement a programme of action in respect of extension of railway lines set by us. Until and unless the railways reach the people at large, until there is a railway station at least within two miles of every village which has 500 or more people, I am not prepared to give my hon. friend any encomium or eulogy, because I think we will still be lagging far behind the minimum that is expected from a public utility like the railways.

Although I agree with the Deputy Chairman of the Planning Commission, Shri Asoke Mehta, that public undertakings must render or give some interest, profit or dividend to the public finances, I am not with him so far as the railways are concerned, because I am not prepared, in this under-developed country, to extend this rule to the railways which with the other essential amenities or utilities constitute something on which the public have first priority from Government. I can appreciate the Central Government wanting more and more money every now and then, for not always good things, for so many of their whims. But that is no justification for the railways being run on a commercial basis, as they want to. All right. I concede that for a few more years, they might continue working the railways on the commercial principle. But if they always want to work it on that principle, why not invite first-class Railroads from America and tell them to work the railways in India, first-class Rail Roads like Pullman, Pennsylvania and Union Pacific who will provide better trains and better amenities. What difference will that make?

So the railway administration must set themselves this task of extending and spreading the railway network so that it is within easy reach of every common man in India. By way of amenities they do so many things which ultimately bring no benefit to the common man. For instance, they have provided some air-conditioned coaches for third class. What is the actual result thereof? Those passengers who would otherwise have travelled first-class are nowadays travelling third class (air conditioned), because they get better comfort and sometimes even better accommodation in that class. Most of these third-class air conditioned coaches ply between urban centres like Delhi, Bombay, Calcutta, Madras and so on and so forth. This is no benefit to the common man. They might say that it is the third class which has been provided with air-conditioned accommodation. But the poor third-class passenger in this country can hardly afford to pay even the normal third class fare prevailing in this country. How will he be in a position to travel third-class (air conditioned)?

So my request to the hon. Minister is that he should look into it. In the name of amenities to third class, do not provide amenities to those who can afford to spend more but are not spending what they ought to otherwise, because they get better accommodation in a lesser class and pay (*Interruption*). I do not want any amenities which ultimately go to benefit those people who can afford to pay more. Such people must contribute to the growth of the nation more than the poorer sections of the community.

It is on the basis of the short-term policy as such that some of the hon. Members who were on the Convention Committee have made these recommendations. Otherwise, I fail to understand how socialist Members like Shri Indrajit Gupta and others would have agreed to let the rail-



ways make such a profit and contribute it to the general revenues, because after all, although the country needs more and more finance, that is no justification for a first-class public utility like transport to be considered in the same class as other public undertakings. I hope the hon. Minister will look into this aspect.

Before I conclude, I will also draw his attention to what somebody told me only the day before yesterday. This is a news that has come straight from the horse's mouth. It is that the Railway Board has already dropped the idea of a broad gauge line between Miraj and Marmagoa harbour. I say he should not fall a prey to any manoeuvring and deprive the country of something that is very essential, because no other port will give the country such easy outlet to the iron ore export from that area, once the rail line between Miraj and Marmagoa is made broad gauge.

श्री प्र० सिंह सहगल (जंजगीर) :

उपाध्यक्ष जी, रेलवे कन्वेंशन कमेटी की जो रिपोर्ट है उसका स्वागत करते हुए मैं अपने विचार रखने की कोशिश करूंगा। पहली बात तो यह है कि जो आपकी रिपोर्ट है उसकी रेकमेंडेशन को देखते हुए हमें यह कहना पड़ेगा कि 31 मार्च 1964 को जो हमारा कैपिटल एक्सपेंडीचर था वह 5.5 था और उसके बाद जो इस वक्त बढ़ाया जा रहा है 1 परसेंट का वह इसलिए बढ़ाया जा रहा है कि इसमें से जो धामदनी होगी, पहले तो 12.5 करोड़ पैसेंजर के फेयर कार्टेज था जो स्टेट्स को हम देते थे लेकिन अब यह बढ़कर के 16.25 करोड़ हो जायगा और इससे स्टेट्स को जो यह फाइनेंस मिलेगा उससे वह जो उनके लेबल फ्रासिग्स हैं, धाने जाने के रास्ते हैं, फ्रासिग्स हैं उनका भी बढ़ा सकेंगे, ठीक कर सकेंगे, प्रोवर ब्रिजेज के ऊपर खर्चा कर सकेंगे और नये ब्रिजेज भी बनाने चाहें तो बना सकते हैं और उस को भी ठीक कर सकते हैं। मैं आपसे यह कहूँ कि यह जो एक परसेंट का इन्फ्रीज था है कैपिटल एक्सपेंडीचर में 31 मार्च

1965 को यह जनरल रेवेन्यू में जाना चाहिये और उसके साथ साथ जो यह हमारा क्रेडिट-ब्यूशन है 16.25 करोड़ का वह स्टेट्स को चला जायगा। इसमें जो पैसेंजर के फेयर होंगे उससे वह बैलेंस हो जायगा और इससे अपने अपने पार्श्व में प्रोवर ब्रिजेज या सेपटी वर्क्स जो कुछ भी उनको करने है वह कर सकेंगे।

इसके साथ ही मैं आप से प्रार्थना करूँ कि रेलवे रेवेन्यू से जो एप्रोप्रिएशन डिप्रिप्रिएशन रिजर्व फंड का होता है उसको बढ़ाना मैं प्रति आवश्यक समझता हूँ और ऐसा ही रिक्मेंडेशन कमेटी का भी है।

14 hrs.

जो वर्तमान नियम हैं रेलवे एक्सपेंडीचर को कैपिटल रेवेन्यू, डिप्रिप्रिएशन रिजर्व फंड और डेबेलपमेंट फंड में एलोकेशन करने के उनमें कोई प्रास्टिगेशन करने की जरूरत नहीं है।

मेरे मित्र जो इस पर बोले, श्री भलवारिस, वह इस समय यहां नहीं हैं। उनके सामने कुछ प्रांकाड़े रखना चाहता हूँ। मैं उनको बताना चाहता हूँ कि सेंट्रल गवर्नमेंट की करेंट एन्युअल बॉरोइंग रेट आफ इंटररेस्ट सन् 1961-62 में 4 परसेंट थी, सन् 1962-63 में 4.25 परसेंट थी, सन् 1963-64 में 4.25, सन् 1964-65 में 4.50 और सन् 1965-66 में 5 परसेंट थी। इसी तरह से एवरेज रेट आफ इंटररेस्ट ग्रान गवर्नमेंट बॉरोइंग्स सन् 1961-62 में 3.59 परसेंट थी, सन् 1962-63 में 3.66 परसेंट, 1963-64 में 3.75 परसेंट, 1964-65 में 3.94 परसेंट और 1965-66 में 3.90 परसेंट थी। इसी तरह से डिवीडेड रेट एक्चुएली एप्लीकैबिल 1961-62 में 4.25 परसेंट थी, सन् 1962-63 में 4.25 परसेंट थी, 1963-64 में 4.50 परसेंट थी और 1964-65 में 4.50 परसेंट थी, और फ्रैश कैपिटल पर 5.75 परसेंट है।

[श्री अ० सिंह सहगल]

इन सब चीजों को देखते हुए मैं आप से यह अर्ज करूंगा और खास कर मंत्री महोदय से जो कि यहां पर बैठे हुए हैं और जो बहुतही एक्सपीरिअेंस है कि उन्होंने कार्य को बहुत अच्छी तरह से चलाया है। लेकिन मैं उनसे यह अर्ज करना चाहता हूं, जैसा कि मेरे मित्र श्री सामन्त जी ने कहा है, कि और मंजालयों की तरह उनको भी अपने यहां पर एक इन-फारमल कंसल्टेटिव कमेटी बनानी चाहिए और उसके सामने एक्सपेंडीचर और सब चीजों को लाएँ ऐसा करके मैं समझता हूँ कि वह देश की ज्यादा भलाई कर सकेंगे।

इन शब्दों के साथ जो रिपोर्ट है मैं उसका समर्थन करता हूँ।

**Mr. Deputy-Speaker:** How much time does the hon. Minister want?

**The Minister of Railways (Shri S. K. Patil):** Some 15 to 20 minutes.

**Mr. Deputy-Speaker:** He will be called at 2.40.

**Shri C. K. Bhattacharyya (Raiganj):** I feel happy at the conclusions arrived at by the Railway Convention Committee, and I lay stress particularly on three or four points.

One is this increase in the share of passenger tax to be provided to the States from Rs. 12:50 to Rs. 16:25 crores. That will be very helpful for the States. Over and above that, the Committee has provided some more help to the States of one per cent or more for the safety measures to be adopted by the States, i.e., overbridges, underbridges and level crossings. These are very important things and could not be undertaken by the States before because of the condition that the States have to provide half the share of the expenses before they can draw upon this fund. Now, with this additional provision made by this Committee, the States will be relieved of that burden and will be able to take advantage of the provi-

sion made in introducing safety measures in their own areas.

When I say this, I should make reference to one particular safety measure that is necessary. There was one overbridge in south Calcutta on the Tollygunge side. Because the bridge was low, consequently the road had to be low and it used to be continually waterlogged during the rains, causing immense difficulty in traffic. The railways deserve our thanks for having provided the expenses for raising the overbridge higher, so that the road could be raised higher, relieving the city of waterlogging, much to the relief and health of the citizens of that part of the city.

There is a similar bottleneck in North Calcutta on the main road that goes from Dum Dum airport through Belgatchia to Shyam Bazaar side. There is an overbridge which is low and consequently the road also is low, and during the rains it becomes almost impassable even for the air-lines coaches. These coaches are rather high, even they find it difficult to negotiate that part of the road under the overbridge because the road is low and the bridge is low. This particular overbridge will have to be raised, and I hope that with the additional funds provided by the Committee to the States, this will be possible, and the railways will kindly see to it that it is done.

Another additional advantage given is that the depreciation fund has been increased, and from the depreciation fund improvements in the railways have to be done. So, the increase in the depreciation fund is also to our advantage.

The third thing is about passenger amenities that will be added, and for this also the railways and the Committee deserve our thanks. I am particularly interested in the North-East Frontier Railway, and I am happy at the conclusion that the

Committee has come to. They say: "... the existing arrangement in regard to dividend being paid at the average borrowing rate of Government on the capital-at-charge of the Commercial Section of the Northeast Frontier Railway and other special elements of capital may continue at at present."

This is a very helpful suggestion.

In this connection, I would like to make another suggestion. Part of this Northeast Frontier Railway is regarded as a strategic line. I would impress upon the hon. Minister that the entire Northeast Frontier line should be regarded as strategic line from the other side of the Ganges up to the farthest point in Assam, and whatever expense is required to convert the different parts of the line into broad gauge or for making small extensions of the line in broad gauge to different border points with Pakistan should be sanctioned and executed, no matter whether they give sufficient return to the railways or they cause loss to the railways. Because of the strategic character of the line, this should be provided for. I would particularly mention two points on the Pakistan border which have mentioned in the House more than once—the point where the railway line touches Pakistan at Radhikapur, and the proposed line where it touches the Pakistan side at Hilli. These should be taken up for execution as a strategic line without minding the cost, and without minding even whether they bring in a certain amount of deficit in return to the railways.

श्री यशपाल सिंह (कैराना) : उपाध्यक्ष महोदय, जो कुछ रेलवेज ने किया है वह सब के सामने है और कोई बिना जो कुछ लिफ्ट क्यों न हो उस क. सराहना किये बगैर नहीं रह सकता। इस रेलवे मंत्रालय ने वाकई एक काम ऐसा किया है जिसने देश के डिफेंस में सब से ज्यादा सहायता की है। लेकिन कुछ

समझ में नहीं आया कि इस वक्त जो यह एक करोड़ हाया एमनिट.ज के लिए बढ़ाया गया है उस से क्या फायदा होगा ? भारत में 45 लाख घादमः रोजाना सफर करते हैं तो 45 लाख घादमियों के सफर का मतलब यह हुआ कि जो एक करोड़ की एमनिट.ज दी गई है वह डार्ई दिन में खत्म हो जायेगी। अगर एक हाया को वैर्जेर को एमनिट.ज का दिया जाय तो वह तमाम रकम डार्ई दिन में खत्म हो जायगी। अगर वाकई एमनिट.ज देनी है और वाकई देश में समाजवाद लाना है तो उस का उपाय यह है कि सब से पहले सैलूस बन्द किये जाय उस के बाद ऐयरकंड.गंड डिव्हे बन्द किये जाय और फिर उस के बाद फस्ट क्लास बन्द किया जायें। देश में सच्चा समाजवाद उसी वक्त प्रायेगा जब कि गर.ब घादमियों के लिए महुलियत बढेंगे। मेर. समझ में नहीं आता कि हम मेम्बर बन कर क्या हो गये ? मैं एक हल चलाने वाला घादमः हूँ। मैं तीन बीतों का किसान हूँ। मेर. समझ में नहीं आता कि हमेशा से मैं बडं क्लास में सफर करता रहा हूँ तो अब मेम्बर बनने के बाद बडं क्लास में क्यों सफर नहीं कर सकता ? मैं उपाध्यक्ष महोदय, आप को यह विश्वास दिलाता हूँ कि मैंने सब से कम सफर किया है। मैं जानता था कि देश के ऊपर इस समय संकट है और ऐसे समय डिफेंस के लिए रेलों का बहुत जरूरत है। मैंने इस हाउस में घा कर सब से कम यात्रा की है क्योंकि मैं समझता था कि मैं इसी तरह रेलवे मंत्रालय की देश के डिफेंस के काम में सहायता कर सकता हूँ कि मैं सफः बहुत ह. कम करूँ। यहाँ मेरे पास एक उपाय है कि मैं अपने सफरको घपना. यात्राका कमसेकम करूँ। आज र्थः अगर सैलूस कम नहीं हुए. ऐयः कंडं बडं कम नहीं हुए और फस्ट क्लास कम नहीं हुए तो इन 45 करोड़ इसानों के लिए हर गि.ज का ई सुविधा ह.दिल नहीं हो सकती है। इसलिए माननं ब मंत्रों से जिन्होंने इतने बडे बडे मसले हल किये हैं उन से मेरा निवेदन यह है कि आज यह जरूर घपना फसला दें कि हम ने ऐयरकंडं जंघ को पहले कदम के तौर पर बन्द कर दिया

[श्री यशपाल सिंह]

आगे चल कर और भी जनता को सुविधा के लिए काम करेंगे। सैलूस का कोई मतलब ही नहीं है जबकि हमारे जवान तीन, तीन फुट इस वक्त वर्फ के अन्दर खड़े हुए हैं। अब वह हमारे जवान तो वहां मोर्चों पर तीन फुट वर्फ के अन्दर खड़े हो सकते हैं लेकिन हमारे अफसरान क्या बगैर सैलूस के नहीं चल सकते? वे जरूर चल सकते हैं। जो सैलूस में चलते हैं वह फर्स्ट क्लास में चलें। मेरे जैसे आदमियों के तो दर्द हो जाता है अगर मैं फर्स्ट क्लास में चलू क्योंकि मैं तो पत्थर की शिला के ऊपर सोता हूँ। आप मेरे घर पर चल कर देख लें। मैं पत्थर पर या मैं लोहे के तख्त पर सोता हूँ और जब कर्मा मजबूरी में फर्स्ट क्लास में सफर करने का मौका आ जाता है तो मेरे सिर में दर्द हो जाता है, मुलायम गद्दे सिर को पकड़ लेते हैं। सब से पहले हम लोग कुर्बाना कर के दिखलायें। हमारा काम है कि हम फर्स्ट क्लास को छोड़ें। मिनिस्टर्स और एम० पी० का सबसे पहले फर्ज है कि थर्ड क्लास में सफर करे। थर्ड क्लास के लोगों के लिए सुविधाएं बढ़ायी जायें।

दूसरी बात जो मुझे कहनी है वह यह है कि देहरादून जैसा मोन्ट इम्पोरटेंट स्टेशन जहां मिलिटरी अकादमी है, जहां फीरेस्ट इंस्टीच्यूट है, देहरादून जोकि देश का प्राखिरी स्टेशन है, देहरादून जहां से अगर बाराहूती हवाईजहाज से जाया जाय तो केवल 5 मिनट का सफर है उस देहरादून में रीसेजर्स के ठहरने के लिए कोई रिटायरिंग रूम नहीं है। ऐसी जगह कम से कम 100 रिटायरिंग रूम होने चाहिए। हरिद्वार जहां कि एंट्रिबायोटिक्स का कारखाना है हरिद्वार में हमारा सब से बड़ा कारखाना लगा है बिजला का हैबी एलेक्ट्रिकल्स उस का तमो फायदा हो सकता है जब कि कम से कम 100 रिटायरिंग रूम देहरादून में हों।

उपाध्यक्ष महोदय : माननीय सदस्य समाप्त करें।

श्री यशपाल सिंह : मैं एक मिनट में समाप्त किये दे रहा हूँ। रूड़की का रेलवे स्टेशन जहां कि आज तक कोई क्रॉसिंग बिज नहीं है। वह हमारे डिफेंस का बहुत बड़ा सेंटर है। वहां पर हमारे देश की ही नहीं अपितु एशिया भर की सब से बड़ी इंजीनियरिंग युनिवर्सिटी है। गवर्नमेंट वर्कशोप वहां है। रिसर्च इंस्टीच्यूट वहां पर है। इरीगेशन का इंस्टीच्यूट वहां पर है ऐसी हालत में वहां पर जरूर ओवरबिज होना चाहिए। उसका व्यवस्था न होने से अभी सारा शहर ढका पड़ा रहता है। दिल्ली से देहरादून जाने वाली और देहरादून से हरद्वार जाने वाला ट्रिफिक आध, आध घंटे रुका रहता है, फाटक आध, आध घंटे बन्द रहता है। इसलिए वहां पर ओवरबिज बनाया जाना बहुत ही आवश्यक है। देहरादून में कम से कम 100 रिटायरिंग रूम बनाये जायें। जिनके बच्चे मिलिटरी अकादमी में वहां पर पढ़ते हैं उन के ठहरने के कोई सुविधा नहीं है। फीरेस्ट इंस्टीच्यूट में जिनके बच्चे पढ़ते हैं उनके वास्ते वहां पर ठहरने का कोई सुविधा नहीं है। जब इतने प्रबल मिनिस्टर देहरादून के हैं तो वहां पर कम से कम 100 रिटायरिंग रूम जरूर होने चाहिए।

Shri D. C. Sharma (Gurdaspur): I am astounded by some of the suggestions made by the hon. Members who have preceded me. One hon. Member went so far as to suggest that the railways should be handed over to the United States of America so that they could be run more efficiently . . .

Shri Shinkre: Is he sure of what he is saying? The records may be consulted for his clarification.

Shri D. C. Sharma: I am sure. Our railways have been doing splendidly all these years and we need not have any expert or any such persons to run our railways. Another hon. Member said that 100 retiring rooms should be provided in Dehra Dun. I

have been to Dehra Dun and I have had the privilege of staying in the railway retiring rooms. I tell you that I was the only occupant there and all the other rooms were empty. The man in charge of those rooms said to me: why don't you stay for a few days more?

It is a very good report and as Mr. Shinkre put it, there is something like uniformity about the recommendations. Even those persons who differ from the government have given their blessings to this report. I feel the existing rates of allocation of expenditure between capital, revenue, depreciation reserve fund and the development fund are so well balanced and adjusted and are so well administered that I believe that one could not tamper with these allocations. If one does so, I think the railways will suffer a great deal. One hon. Member said that there should be a railway consultative committee for all the railways. All the Members will be in that consultative committee. All of us are interested in that. We have zonal consultative committees; that is good enough. Very little money has been given to the users' amenities. This year it has been raised to Rs. 4 crores. I hope with a little adjustment here and there the hon. Minister will be able to provide a few more amenities to the users.

Formerly teachers and students, these two categories used to have lots of privileges when they travelled by railways. Now some of them have been withdrawn. I would request the hon. Minister to restore those privileges. He should also think a little more kindly of those voluntary organisations which are working for the good of the country—not those which get most of their funds from the government but those which get most of their funds from their members. He should think more generously about them.

I am glad that strategic lines have been given preferential treatment.

But what are those strategic lines? I think almost all the lines in India are now strategic lines. If we have another conflict with China or with Pakistan, most of the lines in the northern railway, some of the lines in the north-eastern part of India and some of the lines even in the north-western part of India will become strategic lines. I believe that some kind of re-thinking must be done so far as strategic lines are concerned; we should also foresee the emergency that will arise some day on account of the aggression by one country or another or by both countries and we should differentiate between strategic lines which are sensitive and alive all the time and those strategic lines which become sensitive only occasionally. I think that kind of differentiation has got to be made; otherwise there will be no end to the troubles so far as the railway ministry is concerned.

The last point is this. The Committee has suggested, in respect of the payment in lieu of the passenger tax, instead of a fixed amount of Rs. 12.50 crores a year, as at present, an additional one per cent on capital invested be paid to the general revenues. I want to ask one question. How is this money going to be spent? I feel unhappy; I think that the States are not good partners of the railways or the Railway Ministry. When they want new stations, new lines, they clamour for them, but when it comes to the establishment of an overbridge or having some other thing in which the railways can co-operate with them, they sleep over them. 17 years passed before an overbridge was constructed at Ambala. I think that was a miracle, because the State Government continued to resist it; an overbridge is needed at Rajpura, and I think that is still in the making; I do not know when it will be completed. I believe that so far as these manned level crossings, overbridges and underbridges are concerned, the Railway Ministry should take upon itself the responsibility of constructing them.

[Shri D. C. Sharma]

If the State Governments can give us land for the Beas dam, for the Bhakra dam, for the Nangal fertiliser factory, for the heavy water factory, for the Nagarjunasagar project and for other hydro-electric works, I do not see any reason why they cannot be more appreciative of the hazards of travelling where human beings are concerned, when there are no level crossings and when overbridges and underbridges are wanting. I believe that the Railway Minister should call a conference of the Chief Ministers of States and in consultation with them evolve a policy so that this thing becomes real. Otherwise, as everybody knows, so many persons lose their lives only because our railway crossings, in several places, are not manned.

With these few words, I support the Resolution.

**श्री सरजू पाण्डेय (रसड़ा):** उपाध्यक्ष महोदय, मुझे यह जान कर आश्चर्य हो रहा है कि रेलवे मंत्रालय मुसाफिरों और अपने कर्मचारियों की सुविधाओं पर ध्यान दिये बिना केन्द्र को यह रकम देने के लिये प्रस्ताव लाया है। सब से ज्यादा कठिनाई छोटी लाइन के मुसाफिरों को होती है। प्राप जानते हैं कि मैं ईस्टर्न यू० पी० से आता हूँ, जहाँ पर रेलवे की बहुत जरूरी जगहों पर भी ओवरब्रिज नहीं हैं। उन-मंत्री महोदय जानते हैं कि बलिया एक निहायत इम्पोर्टेंट स्टेशन है, लेकिन लगातार कहने के बाद भी वहाँ पर ओवरब्रिज नहीं बना है। बाराबंकी की भी वहाँ पोन्डीशन है। हमेशा यही बात कही जाती है कि भ्रमणर स्टेट गवर्नमेंट प्राधा खर्च दे, तो प्राधा खर्च हम देंगे, लेकिन स्टेट गवर्नमेंट कभी इस तरह ध्यान नहीं देती है।

मंत्री महोदय और माननीय सदस्य बड़े क्लास में सफ़र कर चुके हैं—अब चाहे व एयर-कन्डीशन्ड में सफ़र करत हों—, इसलिए वे जानते हैं कि बड़े क्लास के मुसाफिरों की क्या

दशा है। प्रादमी बर्ड क्लास में बकरियों और जानवरों की तरह यात्रा करते हैं। बँहा मुसाफिरों के लिए कोई सुविधा नहीं है न बँटने की सुविधा है, न सोने की सुविधा है और न रिजर्वेशन की सुविधा है।

रेलवेज में काम करने वाले कर्मचारियों की भी वही हालत है। यह ठीक है कि सेंट्रल गवर्नमेंट को पैसे की जरूरत है, लेकिन इस बात की भी तो जरूरत है कि जिन लोगों से पैसा लिया जाता है, उन की सुविधाओं की तरफ़ ध्यान दिया जाये। लेकिन यहाँ तो उल्टी स्थिति है। हम देखते हैं कि एयर-कन्डीशन्ड डिब्बे दिल्ली से कलकत्ता या बम्बई तक ख़ाली घसीटे जाते हैं और उन में कोई मुसाफिर नहीं जाते हैं, क्योंकि उन के किराये बहुत ज्यादा हैं। और जिन लोगों के पास पैसा है, वे प्लेन से जाते हैं। इसके बावजूद गाड़ियों में एयर-कन्डीशन्ड डिब्बे घसीटे जाते हैं।

बर्ड क्लास की तरह फ़र्स्ट क्लास की भी दुर्दशा होने वाली है। इस मुल्क में इतने पास-होल्डजं हो गए हैं कि फ़र्स्ट क्लास के मुसाफिरों को जगह नहीं मिलती है। रेलवे से जितना भी मुनाफ़ा मिलता है, उस से सरकार पहले इतने डिब्बे प्रोवाइड करे कि लोग आसानी से सफ़र कर सकें। मैं फ़र्स्ट क्लास की कोई जरूरत नहीं समझता हूँ। अगर फ़र्स्ट क्लास को रखना ही है, तो सब लोगों को फ़र्स्ट क्लास की सुविधायें प्रदान की जायें, बर्ना कुछ लोगों को बिल्कुल जानवरों की तरह से ले जाना और दूसरों को देवता की तरह से रखना उचित नहीं है।

मैं समझता हूँ कि सेंटर को जितना भी रेवेन्यू दिया जायेगा, वह तारा रेलवे प्राफ़ि-सर्ज पर खर्च होगा। हम जानते हैं कि रेलवे के जेनेरल मैनेज्मंन्ट को मिनिस्ट्रजं से भी ज्यादा सुविधायें प्राप्त हैं। और उनकी तल्ब्याह भी उन से तीगुनी है उनको सैलूस, दुनिया भर

के चपरासी, नौकर-चाकर वगैरह तमाम तरह को मुविधायें दी जाती हैं। इसके भलावा भी वे नाना प्रकार की फ्रैसिलिटीज हासिल कर लेते हैं। मैं गोरखपुर के एक भ्रमसर के बारे में जानता हूँ, जो सब से ज्यादा करप्ट और रबी हैं, लेकिन उस को सब से ज्यादा मुविधायें मिली हुई हैं।

**उपाध्यक्ष महोदय :** इस समय रेलवे बजट पर डिस्कशन नहीं हो रहा है। हाउस के सामने रेलवे कन्वेन्शन कमेटी की रिपोर्ट है।

**श्री सरजू पाण्डेय :** बूँकि इस रिपोर्ट के अनुसार सैटर को पैसा दिया जा रहा है, इस लिए हम को हक है कि हम रेलवेज के मुसाफिरों को सुविधायें देने के लिए कहें।

सबसे पहले रेलवेज का पैसा ओवर-ब्रिज बनाने पर खर्च किया जाये। इस के भलावा छोटी लाइनों को समाप्त कर के बड़ी लाइनें बनाई जायें। यह बहुत जरूरी है, क्योंकि इस वक्त छोटी लाइन पर सफर करना बड़ी मुसीबत का काम है। मंत्री महोदय से मेरा अनुरोध है कि रेलवे विभाग सिर्फ पैसा कमाने के लिए कोई बतिये की दुकान नहीं है कि जितना हो सके, मुसाफिरों की लूटो, उन की जेब काटो, और उनको सुविधायें कोई न दो। सरकार रेलवेज से जो कुछ भी कमाना है, यह जरूरी है कि वह पहले रेलवेज की इम्प्रूवमेंट पर खर्च किया जाये। और अगर उस से कुछ बचे, तो वह दूसरे कामों पर खर्च किया जाये।

मेरा विश्वास है कि रेलवे मंत्री इन बातों पर ध्यान देंगे और खाम तौर से छोटी लाइन की गाड़ियों को इम्प्रूव करने की कोशिश करेंगे, क्योंकि इस वक्त उन में यात्रा करना आम आदमी के लिए असम्भव हो गया है।

**श्री डा० ना० सिन्हा (गोपालगंज) :** उपाध्यक्ष महोदय, मैं रेलवे कन्वेन्शन समिति की सिफारिशों का स्वागत करता हूँ। खाम तौर से समिति ने पैसैजर्ज एमिनिटीज के लिए जो एक करोड़ रुपया और दिया है, उसके

लिए कैंडीबाद देता हूँ। मैं तो चाहता था कि इसके लिए कम से कम तीन करोड़ रुपये और दिये जाने चाहियें—और इस प्रकार यात्रियों की एमिनिटीज के लिए कुल छः करोड़ रुपए होने चाहिए—, क्योंकि जब मुसाफिरों के लिए तीन करोड़ रुपए दिए गए थे, उस वक्त मुसाफिरों की संख्या क्या थी और आज क्या है, अगर इन दोनों को मिलाया जाये, तो यह रकम कम मानूम होती है,। खैर, जो कुछ भी दिया गया है, वह ठीक है। लेकिन वह रकम कैसे खर्च की गई है और कैसे खर्च की जाती है, इस पर भी ध्यान देना चाहिए।

बहुत से काम ऐंभ हैं, जो रेलवेज पैसैजर्ज की एमिनिटीज में नहीं आते हैं। जैसे प्लैट-फार्म का रोज करना तो रेलवे के खर्च और लाइन के खर्च में जाना चाहिए, लेकिन उसको मुसाफिरों की एमिनिटीज में डाल दिया गया है। उसको वहां से निकाल दिया जाना चाहिए, क्योंकि उसमें बहुत सा पैसा लग जाता है और मुसाफिरों को जो सुविधायें मिलनी चाहिए, व नहीं मिलनी हैं।

जगह-ब-जगह पानी पिलाने के लिए और दूसरे कामों के लिए जो आदमी रखे जाते हैं, उन की देख-भाल नहीं होनी है। आप जा कर देखिए कि रेलवे के कितने कुन्नी और मजदूर प्राइ प्राइवेट नौकर हैं जेनेरल मैनेजर डी० टी० एस० और स्टेशन मास्टर प्रादि के, लेकिन उन का खर्च रेलवे से दिया जाता है। हर स्टेशन पर दस, बारह, पंद्रह आदमी ऐंभ हैं, जो रेलवे अधिकायियों के प्राइवेट नौकर हैं, लेकिन उन को वेनन रेलवे में मिलता है। अगर इस पैसे को बचा कर दूसरे कामों में खर्च किया जाये, तो उस से रेलवे को भी अधिक लाभ होगा और डिसिप्लिन भी मेनटेन होगा।

अभी हमारे मित्र, श्री शिंदरे, ने कहा कि रेलवे लाइन और रेलवे स्टेशन किसी गांव से दो मील से ज्यादा दूर नहीं होने चाहिए। मैं इसको नहीं मानता हूँ। मैं चाहता हूँ कि

[श्री द्वा० ना० तिवारी]

रेलवेज्झ प्रौर रोड ट्रांसपोर्ट में को-भ्रांडिनेशन होना चाहिए प्रौर जहां रेलवे लाइन न जा सके, वहां रोड का डेवेलपमेंट करके बसिज दी जायें, जिससे लोगों को यातायात की सुविधायें उपलब्ध हो सकें। जिन पिछड़े हुए इलाकों में रेलवे लाइन ले जाने में बहुत खर्च पड़ेगा प्रौर उससे फायदा नहीं होगा, बल्कि बहुत ज्यादा घाटा होगा, वहां को-भ्रांडिनेशन करके बसिज को प्रोवाइड करना चाहिए। रेलवे मंत्रालय प्रौर ट्रांसपोर्ट मंत्रालय को इस सम्बन्ध में एका करके, आपस में मेल करके ऐसी व्यवस्था करनी चाहिए, जिसमें लोगों को तकलीफ भी न हो, लोगों का काम भी चले प्रौर सरकार का खर्च भी न बढ़े।

मैं यह नहीं कहूंगा कि ऐसी लाइन्ज भी बना दी जायें, जो अनरूम्युनरेटिव हों, जिन से फायदा न हो, बल्कि बराबर घाटा होता रहे। लेकिन देश-वासियों को यातायात की सुविधाएं तो दी जानी चाहिए प्रौर वे सुविधाएं तभी दी जा सकती हैं, जब कि रेलवे प्रौर ट्रांसपोर्ट मंत्रालयों में पारस्परिक को-भ्रांडिनेशन हो प्रौर वे मिल कर देखें कि काम कैसे चल सकता है, बसें देने से चल सकता है या रेलवे लाइन देने से चल सकता है, प्राज-कल मैंने देखा है कि जहां रेलवे लाइन होती है, उसके पैरालल रूट पर बसें भी चलती हैं। इससे डुप्लीकेशन होता है, इससे देश का आर्थिक ह्रास होता है, खर्चा बढ़ता है पैसे की बरबादी होती है, ट्रांसपोर्ट पर भी खर्च होता है प्रौर रेलों पर भी खर्चा होता है। ऐसा कोई प्रबन्ध आपको करना चाहिए कि जहां कोई रेलवे नहीं है वहां बसों का प्रबन्ध आप कर दें। ऐसा न हो कि जहां रेलवे लाइन भी है, वहां पर बसें भी हों। दिल्ली से गाजियाबाद के बीच में आप देखें कि कितनी रेलें चलती हैं। प्रौर भी आप इसके बीच में रेलें चला सकते हैं। अगर जरूरत हो तो ऐसा भी किया जा सकता है। लेकिन उसके साथ साथ कितनी ही बसें भी भी चलती हैं। अगर इन बसों को आप दूसरी

जगह भेज दें, उन स्थानों में भिजवा दें जहां रेलवे लाइन नहीं है तो वहां के लोगों को सुविधा हो सकती है। रेलवे केवल एक कर्मशियल चीज नहीं है। यह पब्लिक यूटीलिटी की चीज भी है। ट्रांसपोर्ट भी पब्लिक यूटीलिटी की चीज है। दोनों में को-भ्रांडिनेशन होना चाहिए। ठीक से उनका विधान आप करें, ठीक से दोनों को आप चलायें ताकि लोगों को सुलियतें देने के अपने उद्देश्य में आप सफल भूत हो सकें।

अभी मुझसे पहले बोलने वाले मेरे एक मित्र ने कहा कि सब जगह बड़ी लाइन बना दी जानी चाहिये। यह असम्भव बात है। यह हो नहीं सकता है। एक लाइन जो अभी एक जगह पर है उसको हटा कर दूसरी लाइन हम डालें प्रौर हर एक जगह इस तरह से करें तो गवर्नमेंट का तो दिवाला निकल जायेगा। गवर्नमेंट इसको कर नहीं सकता है। यह काम अगर करना हो तो धीरे धीरे हो हो सकता है। दस, बीस पचास या सौ दो सौ मील हर साल हम इसको करते जा सकते हैं। तब यह हमारे लिये सुविधाजनक हो सकता है। सबको एक साथ हटा देने से जो कैपिटल इनवैस्टिड है वह ब्लाक हो जायेगा। वह किसी काम में नहीं आयेगा। हमें ऐसा मुझाव देना चाहिए जिससे कैपिटल ब्लाक भी न हो प्रौर लोगों का काम भी चल जाए, लोगों को भी सुविधाएं मिल जाएं प्रौर इसके साथ साथ इस मंत्रालय को प्रौर ट्रांसपोर्ट विभाग को भी फायदा हो।

श्री सिंहासन सिंह (गोरखपुर) : उपाध्यक्ष महोदय, अभी जब पूर्व वक्ता बोल रहे हैं तो उनको सुन कर मुझे ऐसा अनुभव हुआ कि मानो रेलवे बजट को हम डिसकस कर रहे हैं प्रौर रेलवे बजट पर सर्वांगीण विचार हम प्रकट कर रहे हैं . . . . .

Mr. Deputy-Speaker: I hope you will not commit the same mistake.



Shri Sinhasan Singh: I will not commit that mistake; I will be quite relevant.

यह जो कनवेंशन कमेटी की रिपोर्ट है यह हमारे सामने हर पांच साल के बाद विचारार्थ आती है और हमें यह फँसला करने होता है कि जनरल रेवेन्यूज को कितना दिया जाए। अभी 5.75 प्रतिशत देने का है और आगे 1971 तक क्या इसमें कमी हो या क्या बढ़ोतरी हो, यह सब देखने वाली बात है। अभी आप 103 करोड़ रुपया दे रहे हैं जनरल रेवेन्यूज को। आपकी कुल जो ग्रामदानी है वह 716 करोड़ है और उस ग्रामदानी में से आप 103 करोड़ दे रहे हैं। आप 4.75 प्रतिशत के हिसाब से कैपिटल एट चार्ज पर इस वक्त पे कर रहे हैं।

मैं इस सम्बन्ध में सरकार और रेल विभाग का ध्यान इस ओर दिलाना चाहता कि सब से बड़ा और सब से ज्यादा धन जिस व्यवसाय में हमारा लगा हुआ है वह रेलवे विभाग है। इसमें कई घरबों की पूंजी लगी हुई है। कैपिटल एट चार्ज एट दी ऐंड आफ 1965-66, 2,675 करोड़ रुपये था। इसके अलावा और जो कैपिटल लगा हुआ है उस सब को मिला कर जनरल रेवेन्यू को हम क्या दे रहे हैं? इसको हमें देखना होगा।

हमारी जो धारणा है, और जो व्यवस्था हम यहाँ कायम करना चाहते हैं, वह समाजवादी समाज व्यवस्था है। उस समाजवादी व्यवस्था में ज्यादातर जितने ऐसे व्यवसाय हैं वे सरकारी क्षेत्र में आयेंगे। जो प्राइवेट क्षेत्र हैं और जो टैक्स इत्यादि देते हैं वे धीरे धीरे समाप्त हो जायेंगे। वे बन्द हो जायेंगे, इसकी उम्मीद तो अभी नहीं है। लेकिन जां कम है समाजवाद का और जिसको गवर्नमेंट चलाना चाहती है, उस में प्राइवेट व्यवसायों को ज्यादा से ज्यादा राष्ट्र के नियंत्रण में हम लायेंगे। उन से ही हमें पूंजी बनानी है राष्ट्र के लिए ताकि हमारे देश का काम चल सके।

किसी और चीन में समाजवादी व्यवस्था चल रही है। वहाँ क्या हालत है। इस को आप देखें। वहाँ राष्ट्रीय प्राय का करीब 92 प्रतिशत उन के अपने व्यवसायों से आता है और केवल आठ प्रतिशत ग्रामदानी उन को इनकम टैक्स वगैरह से होती है। चूँकि उन्होंने इन व्यवसायों को अपने हाथ में कर लिया है, इनका राष्ट्रीयकरण कर लिया है उन को 92 प्रतिशत प्राय इन से होती है और केवल आठ प्रतिशत दूसरों से। आज हमारे सामने यह प्रश्न पैदा होता है कि हम उन का किस तरह से मुकाबला करें, किस तरह से अपने राष्ट्रीयकृत उद्योगों से अधिक ग्रामदानी पैदा करें। पूंजीवादी जो हैं, निजी व्यवसाय वाले जो हैं, वे इनकम टैक्स वगैरह भी देते हैं लेकिन हमारे राष्ट्रीयकृत उद्योगों को यह भी नहीं देना पड़ता है। सिमेंट को डिक्ट्रोल किया गया है लेकिन आप देखें कि सिमेंट उद्योग कितना डिविडेंड दे रहा है। हमारे सोमानी साहब ने पन्द्रह परसेंट डिविडेंड डिक्लेयर किया है। पन्द्रह परसेंट डिविडेंड जो भाव सिमेंट का बढ़ाया गया है उस से मिलेगा। पन्द्रह परसेंट डिविडेंड उन के कैपिटल पर देने की सरकार स्वीकृत देती है। लेकिन दूसरी तरफ आप अपने व्यवसाय से केवल 4.75 प्रतिशत ही डिविडेंड देते हैं। आप से सरकार इतना ही लेती है।

श्री सिंहासन: स्वर्ण बांडों में कितना सोना लगाया है, इस को भी आप देखें।

श्री सिंहासन सिंह: पन्द्रह प्रतिशत डिविडेंड कागजों पर दिखाया है। कितना पैसा इधर से उधर और उधर से इधर कर देते हैं। इस का पता ही नहीं है। इनकम टैक्स कितना बचाया है, इस का पता ही नहीं चलता है। यह सब कुछ देने के बाद स्वर्ण बांडों में लगाने के लिए उन के गाम धन बच जाता है। लेकिन आप तो स्वर्ण बांडों में भी कुछ सोना नहीं लगा रहे हैं। वह आप न भी लगायें तो भी यह तो आप के लिए

## [श्री सिहासन सिंह]

जरूरी है कि आप जनरल रेवेन्यूज को अधिक देने की स्थिति में हों। हमें इस चीज को समाजवादी व्यवस्था के आधार पर देखना चाहिये और कोशिश करनी चाहिये कि जितने हमारे राष्ट्रीय व्यवसाय हैं वे काफी आमदनी दें और निजी व्यवसायों से वे ज्यादा कारगर ढंग से चलें, ज्यादा अच्छे तरीके से चलें। तभी हमारा काम चलेगा।

आप निजी और सरकारी व्यवसाय की तुलना करें तो आप का पता चलेगा कि निजी व्यवसाय वाले आप को इनकम टैक्स भी देते हैं, सुपर टैक्स भी देते हैं और जैसा कि विरोधी दलों के लोग अक्सर आरोप लगाते हैं चुनावों के लिए धन भी देते हैं और बहुत कुछ देने के बाद भी काफी बड़ा डिविडेंड डिविडेंड करते हैं और स्वर्ण बांडों में स्वर्ण भी देते हैं। लेकिन जहां तक सरकारी व्यवसाय का सम्बन्ध है वह न तो इनकम टैक्स पूरा देते हैं और न ही उन के बराबर डिविडेंड देते हैं। बल्कि घाटे में और चलते हैं। दिल्ली दुग्ध योजना को ही आप देख लें। वह एक करोड़ के करोड़ घाटे में चल रही है। ऐसी अवस्था में किस तरह से हम देश को प्रगति के रास्ते पर ले जा सकते हैं, समाजवाद के रास्ते पर ले जा सकते हैं, किस तरह से लोगों को जो आदर्श हम ने समाजवाद का अपने सामने रखा है, उस की ओर आकर्षित कर सकते हैं, किस तरह से लोगों की संतुष्टि कर सकते हैं? सरकारी क्षेत्र के जो संचालक हैं उन का यह कर्तव्य ही जाता है कि वे देखें कि कहा पर किस तरह से खर्चा कम किया जा सकता है और किस तरह से ज्यादा से ज्यादा आमदनी लोगों को अधिक से अधिक सुविधायें दे कर भी प्राप्त की जा सकती हैं, सार्वजनिक कोष में दी जा सकती है।

जो इस व्यवसाय में आप की पूंजी लगी हुई है उस पर पहले सवा चार प्रतिशत दिया

जाता था, फिर साढ़े चार हुआ, फिर पीने पांच हुआ और अब यह छः प्रतिशत के करीब होने जा रहा है। जो पूंजी सरकारी व्यवसाय में लगी हुई है उतनी ही पूंजी और देशों में अगर लगी हुई है हम देखें और उस के परिणामों पर दृष्टिपात करें तो हमें हैरत होती है। जर्मनी को ही आप लें। उस की शक्ति कितनी बढ़ गई है इस को देख कर आश्चर्य होता है। छोटा सा मुल्क जर्मनी है। युद्ध के लिए अपनी छोटी सी आमदनी से उस ने प्रचुर मात्रा में शक्ति पैदा कर ली है। हमारा कितना विशाल देश है। लेकिन हम वैसे अभी तक नहीं कर पाये हैं। क्या इस का कारण है, इस को हमें देखना होगा। छोटा सा देश जर्मनी आज भी दुनिया में टक्कर लेने के लिए तैयार है। कुछ न कुछ उसने नियंत्रण इन—व्यवसायों पर किया होगा, कुछ न कुछ उस में विशेषता तो रही होगी जिस के वजह से वह इतना शक्तिशाली हो गया है। आप को भी चाहिये कि आप विचार करें कि किस तरह से एक संतुलित ढंग से चला जा सकता है, किस तरह से ज्यादा से ज्यादा आमदनी की जा सकती है। जो आप कर रहे हैं, इस को पार्लियामेंट तो एंडोर्स कर ही देगी। पांच परसेंट करें तो, चार परसेंट करें तो, पार्लियामेंट एंडोर्स कर ही देगी। लेकिन आप को विशेष तौर पर इस ओर ध्यान देना चाहिये कि किस तरह से सरकारी क्षेत्र का कारगर बनाया जा सकता है, किस तरह से उन को एक सुन्दर व्यवस्था में चलाया जा सकता है। लोगों को तथा अधिकारियों को, सब को अधिक से अधिक आराम देते हुए भी हमारे ये व्यवसाय व्याज के रूप में राष्ट्रीय धन में कितना देते हैं, इस को आप को देखना चाहिये।

श्री बलरामणि लाल चौधरी (महुआ) : यह जो कनवेंशन कमेटी की रिपोर्ट है इसका तहेदिल से स्वागत करता हूँ और इस का मैं समर्थन करता हूँ। एक बात की तरफ मैं माननीय मंत्री जी का ध्यान आकर्षित करना

चाहता हूँ। मैं मानता हूँ और इस में कोई शुब्हा भी नहीं है कि वतमान मंत्री महोदय के नेतृत्व में रेल विभाग ने काफी तरक्की की है और काम बहुत अच्छे ढंग से चल रहा है।

हमारे मुजफ्फरपुर डिस्ट्रिक्ट में घाप ने समस्तीपुर से दरभंगा तक बड़ी लाइन का निर्माण किया है। इसका बड़े अच्छे तरीके से निर्माण हुआ और पब्लिक का, खास तौर से ग्राम और कलकत्ते की घादमियाँ की और जो जो मजदूर कलकत्ते कमाने के लिये जाते थे बड़ी राहत मिली है। अब वे बड़ी आसानी से वहाँ पहुँच जाते हैं। लेकिन जो वार्डर के इलाके हैं, नेपाल वार्डर पर और चम्पारन के नजदीक जो वार्डर के इलाके हैं, वहाँ पर कोई 25 या 30 मील का टुकड़ा है। वहाँ पर अगर घाप बड़ी लाइन कर दें तो हर दृष्टिकोण से और रेलवे के दृष्टिकोण से और मुल्क के आर्थिक दृष्टिकोण से तथा मजदूरों के दृष्टिकोण से सब को बड़ी राहत मिलेगी। इस से मुल्क को बड़ा फायदा होगा।

दूसरी बात मुझे यह कहनी है कि जैसे बहुत से लोगों ने कहा कि रेलवे में बड़ी खामियाँ हैं, यह है, वह है, मैं उनकी तरफ सदन का ध्यान नहीं ले जाना चाहता क्योंकि ये तो उसी तरह से हैं जैसे कि एक चित्रकार ने एक खूबसूरत सी फोटो बना कर चौराहे पर रख दी और यात्रियों से कहा कि अगर उस में कहीं उन को बदसूरती मानूम होती हो तो वह उस जगह पर दाग लगा दें। नतीजा यह हुआ कि फोटो दायों से भर गया। इसी तरह से एक बदसूरत फोटो चित्रकार ने बना कर चौराहे पर रख दिया और लोगों को कहा कि अगर उन को कहीं खूबसूरती दिखलाई देती हो तो वह उस पर निशान लगा दें। उस का नतीजा भी यही हुआ कि फोटो दायों से भर गया।

मैं घाप का ध्यान इस बात की तरफ प्राकषित करना चाहता हूँ कि लड़ाई की दृष्टि से भी यह एक गम्भीर मामला है और ज्योधाफी के हिसाब में भी बहुत महम मामला। इस बारे में कोई दो राय नहीं है। मुमकिन है कि इस की तरफ घाप का ध्यान न गया हो इस लिये मैंने इस की ओर घाप का ध्यान प्राकषित किया कि समस्तीपुर जो है वह कमिश्नरी भी है और डिस्ट्रिक्ट मुजफ्फरपुर में है, साथ ही वह नेपाल वार्डर भी है। इस लिये वहाँ तक बड़ी लाईन जरूर कर दी जाये।

Shri S. K. Patil: Sir, I am grateful to the House for all the observations hon. members have made. As Dr. Aney pointed out, this has become a regular convention of this House—I do not find fault with them for that—that all these are treated as if they were a general debate on the railways. I quite understand the anxiety of members that the railway services should be improved, although the scope of this particular debate is limited to what dividends we have got to pay. This came into existence some 15 years ago. Otherwise, it would have been an annual feature. Therefore, in order to give some kind of stability it was decided that every 5 years, we could review our finances for future development.

Many hon. members have said the railways should not make any profit, but should spend the money on amenities and opening new lines in inaccessible areas. There are two points of view. Railway is such a gigantic business and if they go on making losses, I do not understand how the general revenues are going to bear it. It is a matter of great satisfaction that not only is the railway the biggest concern in the public sector, but it is being so efficiently managed all the time. I do not take credit for it, because it has always been efficiently managed and the results are there. The results can be better and if we can really show

[Shri S. K. Patil]

better results, it is at once a gain to the society as a whole and to the general revenues.

Year after year, ever since we nationalised the railway, its capital value has been steadily increasing. Now it is somewhere about Rs. 2700 crores. In another 10 years, it would be Rs. 5,000 crores and in another 25 years it would reach astronomical figures. If on such a huge capital we make losses, I do not understand how it is to be met.

It is a matter of pride to us that India is one of the very few countries where the railways are making profits. With the exception of perhaps the USA, no railway in the wide world is making profits. In fact, when I visit other countries as Railway Minister, the first question they ask us is, "Tell us what is that alchemy or jugglery or magic wand you have got in your country by which you show profits in the railways, while we are making losses". Most of the advanced railways in many European countries are making losses. In America, they have not yet started making losses, but I am quite sure they are not making huge profits which they used to make, when billions were made on railway shares. Now those shares are not quoted even in the stock market. In contrast to all the railway systems in the world, with all our weaknesses and deficiencies, we must be proud that we have got a railway system of which not only this country is proud, but the rest of the world also has nothing but compliments. It should be our constant endeavour to see that this becomes more and more paying. I am not a believer in the "no profit, no loss" system. At whose expense, I do not understand. Everything has got to bring profit. If you have got more profit, you can utilise it for extending the public services. But if we start with the conception that everything has got to be free, I do not understand wherefrom all the money that is required for that kind

of society is going to come. Therefore, the railway has taken the right decision from the beginning that it should be a profitable concern. The profits should increase by economy on the one side and by increasing the efficiency on the other. During all these years that the railways have been functioning in the public sector, year after year they have been showing progress.

I may specially mention one thing. The Convention Committee this year was composed of all parties in the House, not merely of new members of the ruling party. There was no question of majority or minority. It is a matter for gratification that there was a unanimous report right from the first. I am not detracting from the ability of those members—some of them were men of proved reputation for their economic expertise like Mr. Dandekar and the communist member, Mr. Indrajit Gupta, and many others, besides our own members. They did not blindly accept whatever was put before them. They would not have accepted it if they had not been really convinced that it was on very scientific lines. It was not at somebody's pressure that the railways have done it. It gives me great delight that these suggestions originated from the railway administration itself that we should give something increasingly to the general revenues. I am extremely thankful to the members of the Convention Committee for the assistance they gave, for the benefit of their knowledge and the unanimity with which these recommendations have been accepted.

I shall now cursorily refer to the suggestions made by hon. members, because there was not much difference. Mr. Alvares said that we are not giving enough by way of dividend, that we are borrowing at a higher rate and possibly giving at a lower rate; and, if that were so, surely we were not making any substantial contribution to the general

revenue. The figures have been worked out. The average rate of interest of Government borrowings has been going up no doubt year after year. But today it is still at 3.90 per cent, while we are giving, as the paper has said to the extent of 5.5 per cent on all capital provided up to 31st March, 1964 and 6 per cent on capital subsequently provided.

**Shri Alvares:** You are quoting the dividend rate.

**Shri S. K. Patil:** Yes. Various other useful suggestions have been made. Amortization is a useful suggestion. This Convention Committee also has been considering it time after time. I said yesterday,

"The House will recall that amortization of at least some of the unproductive elements in the capital-at-charge of Railways has been considered desirable by previous Convention Committees although they felt that its implementation would have to wait until better times."

But we have not waited for better times; in spite of the emergency and other things we have done this. Then we have said:

"This Committee has recommended that a modest beginning may be made by applying the interest on the balances in the Railway Reserve Fund to this purpose, and supplementing this by such appropriation from Railway Revenues as may be feasible depending on the financial position each year."

I can refer to one thing just to show the soundness of the Railways. When this calamity came upon us—I am talking of the Chinese aggression and, later on, the conflict between us and Pakistan and the strain that was put on the railway system—if the Railways was not a sound concern we could have quite understood what would have happened. Not only the Railways met that

challenge squarely and with efficiency, but there was no drawing from the general revenues at all. We could look after ourselves. Even when we suffered casualties compensations and other things had to be given. We did not look to the Defence or other departments. It was our duty to see that to the extent we could do we should do it ourselves. To that extent the pressure on defence and other expenditure would be less. That is a matter really for satisfaction for all of us, that the Railways could do that.

Several other suggestions have been made. My hon. friend, Shri Samanta suggested, why not have a consultative committee. We have got informal consultative committees. In fact, there are eight. The zonal committees are informal consultative committees. While other ministries have one, I have to face eight of them separately.

**Shri A. S. Saigal:** They are only for the eight zones.

**Shri S. K. Patil:** There will be a ninth committee when the ninth zone will come in. It is very good. Why should not people take interest in all these committees? There is nothing wrong in it. I can quite see the substance of what my hon. friend Shri Samanta has suggested, and even supported by my hon. friend Shri Saigal who has interrupted me, that there is not one committee to think about the policy etc. I shall consider this suggestion. If it is possible, if the interest of the railways could be really advanced by having such a committee, surely I am not coming in the way and that could be made. But that should be really useful, and from that stand-point it would be very carefully considered.

My hon. friend, Shri Yashpal Singh, a very great friend, who always takes a very practical view of things—like Bhishmachar he sleeps on a stone slab, on steel sheets and so on and so forth—made a suggestion.

[Shri S. K. Patil]

Surely he does not recommend it for all of us. If that were so, all the comforts that the railways provide would be superfluous. If his standards have to be taken, a little stone slab would have been all right. But, surely, the great rigidity of life that he has brought upon himself, the discipline with which he lives, is a real object lesson for many. I am really sorry I am so weak that I cannot take that object lesson in my life and sleep on a stone slab or things of that kind. But I can quite understand what he means, that an attempt should be made to extend those facilities to a larger number of people. I can do away with the saloons etc. But they do not cost much. Their cost is an insignificant thing. Money spent for amenities is not spent on saloons. Therefore, if they really become a bugbear and they have to disappear, the same day they might disappear. Surely it should not be honestly contended that their disappearance is going to add to the amenities, is going to provide substantial amenities to any particular section of the community.

**Shri Yashpal Singh:** What about air-conditioning?

**Shri S. K. Patil:** There has been a continuous hue and cry from everywhere in all zonal committees that there should be more and more air-conditioning. When we are able to have our own compressors and we have not got to depend upon foreign exchange, I think it shall be our duty to have air-conditioning in all the classes. A section of the third-class are now enjoying that facility. If it can be brought to the ordinary third-class it should be done. The idea is not that our standards should not go up. The idea is not that our standards should come down in order that we are one with the people. Our attempt should be that those who are down below should be brought up, and not that those who are already up should go down altogether. That is not the intention. That should not

be so. I do not think that his idea is to bring down the standard. I can quite understand his anxiety that more and more amenities should be provided to the poor people.

My hon. friend, Shri D. C. Sharma talked about teachers, students and voluntary organisations. These are suggestions that would be borne in mind.

Sir, I have nothing more to add except that what we are now paying in lieu of this passenger tax will ultimately benefit the States. They are benefiting the States. Otherwise, if it is left to the States to have any passenger tax that they like, it would be such a drain and there would be no co-ordination at all in this business, some State acting in a particular way and another in another way. It is precisely for that reason, in order to bring about uniformity, that this has been done. When the States suggested that they wanted some more money to meet the cost of the crossings, bridges etc., this has been provided so that they will get so many crores more. From Rs. 12.5 crores we have gone to Rs. 16.25 crores. This will be reviewed from time to time every five years. We have been examining it and a lot of money would be made available for that purposes.

Some doubt has been expressed that the States may not spend that money for that purpose. I am quite sure that the States have been co-operating. Even without this money, so far as manned crossings are concerned, there was an identity of view between the States and the Central Government and we have come to some kind of an understanding as to how this difficulty has to be overcome.

Therefore, Sir, I am very glad that the House has given the reception that this resolution deserves, and I suggest that this resolution regarding the report of the Convention Committee be passed unanimously.

**Mr. Deputy-Speaker:** The question is:

"That this House approves the recommendations contained in the Report of the Committee appointed to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other ancillary matters in connection with the Railway Finance vis-à-vis the General Finance which was presented to Parliament on 29th November, 1965."

*The motion was adopted.*

14.57 hrs.

#### DELHI HIGH COURT BILL

**The Minister of State in the Ministry of Home Affairs and Minister of Defence Supplies in the Ministry of Defence (Shri Hathi):** Sir, I beg to move:\*

"That the Bill to provide for the constitution of a High Court for the Union territory of Delhi, for the extension of the jurisdiction of that High Court to the Union territory of Himachal Pradesh and for matters connected therewith, be taken into consideration."

Sir, under the present arrangement, a Circuit Bench of the Punjab High Court functions in Delhi to deal with the High Court cases arising in the Union territory of Delhi and the Delhi Administration is paying to the Punjab Government the actual cost of the Circuit Bench in Delhi, and it has also to share the expenditure on the rent of the building etc. It is not a question of money. Really, the question is that Delhi is now expanding and the number of cases are also increasing. In order that the people of Delhi may have the benefit of having a separate High Court this

measure is brought forward. Delhi is a growing city. With the Supreme Court here, because the advocates come from outside, there is no settled Bar here. A High Court in Delhi might also give a good Bar. The Bar Association of India has made a demand that there should be a separate court.

**Shri Hari Vishnu Kamath (Hoshangabad):** Sir, I rise to a point of order. I am sure you will agree that when the hon. Minister is piloting an important measure for the capital of India there should be quorum in the House.

**Shri Shinkre (Marmagoa):** At least Members from Delhi ought to be present here.

**Shri Hari Vishnu Kamath:** They are protesting against the Bill or what?

**Mr. Deputy-Speaker:** The bell is being rung.

There is quorum now. The hon. Minister may continue his speech.

15 hrs.

**Shri Hathi:** On that consideration as well as on the consideration that there should be separation of the executive and the judiciary and that this would be the first step in that direction, this Bill is being brought before this House. After all, the judiciary has to play a very important role and an independent High Court, which will have control over the judiciary—the magistrates and the judges—would be a welcome step. I am sure the House will welcome this and support me in this measure.

So far as the Union territories are concerned, there is no High Court yet in any Union territory; but the Constitution does provide for setting up High Courts. Article 241 specifically says:—

"Parliament may by law constitute a High Court for a Union

\*Moved with the recommendation of the President.