

problem, which is a State subject, cannot be made a part of the proceedings of this House, and I entirely agree with you. Your ruling is perfectly justified because we cannot take up any subjects pertaining to the States. But this device of calling attention notices was invented with a view to enable the House to get acquainted with the position. In a calling attention notice we cannot put any supplementaries, nor can we discuss the subject. It is precisely mentioned in the Rules of Procedure. So, it is only for securing first-hand knowledge of the position.

Mr. Speaker: But Shri Tyagi forgets that we have just now had a calling attention notice on which so many questions were asked.

Shri Tyagi: Because you permitted it; you should not have.

Mr. Speaker: Just now, when I was prepared to make a departure, I was criticised for that. Unless I have taken into confidence all the leaders of the groups, I could not make a departure. There was objection because that was being allowed previously. Therefore, I will have to persuade hon. Members here just to stick to the rules that are there. Therefore, if the subject relates to a question of law and order, it cannot be allowed to be discussed here or raised here, irrespective of whether it be in the form of an adjournment motion or a calling attention notice.

Shri S. M. Banerjee: In this particular case, the law and order problem.

Mr. Speaker: Now I have closed that subject. I would request the hon. Member just to stop there.

Shri S. M. Banerjee: I am in your hands. But if the State Government do not institute an enquiry, what is the remedy?

Mr. Speaker: Then too, we cannot raise it here. Now papers to be laid on the Table.

12.39 hrs.

PAPERS LAID ON THE TABLE

REPORT RELATING TO ACCIDENT IN SARPI KAJORA COLLIERY

The Minister of Labour in the Ministry of Labour and Employment (Shri Hathi): I beg to lay on the Table a copy of Report relating to the accident in Sarpi Kajora Colliery on the 23rd March, 1962. [Placed in Library, See No. LT-4/62].

ART SILK (PRODUCTION AND DISTRIBUTION) CONTROL ORDER

The Minister of Industry in the Ministry of Commerce and Industry (Shri Kanungo): I beg to lay on the Table a copy of the Art Silk Textiles (Production and Distribution) Control Order, 1962 published in Notification No. S.O. 1059 dated the 7th April, 1962, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library, See No. LT-5/62].

CONDUCT OF ELECTIONS (SECOND AMENDMENT) RULES

The Deputy Minister in the Ministry of Law (Shri Hajarnavis): I beg to lay on the Table a copy of the Conduct of Elections (Second Amendment) Rules, 1962 published in Notification No. S.O. 965, dated the 31st March, 1962, under sub-section (3) of section 169 of the Representation of the People Act, 1951 [Placed in Library, See No. LT-6/62].

12.41 hrs.

PANEL OF CHAIRMEN

Mr. Speaker: I have to inform the House that under Rule 9(1) of the Rules of Procedure and Conduct of Business I am nominating the following persons as members of the Panel of Chairmen:

Shri Mulchand Dube,
Shri Jaganatha Rao,
Shrimati Renu Chakravartty.

[Mr. Speaker]

Shri Surendranath Dwivedy, and
Shri Sham Nath.

I am thankful to them for having
agreed to work on the panel.

12.42 hrs.

RAILWAY BUDGET, 1962-63

Mr. Speaker: The hon. Minister of
Railways.

The Minister of Railways (Shri
Swaran Singh): Mr. Speaker, Sir, I
rise to place before the House the
Railway estimates for the year 1962-
63.

2. My predecessor, Shri Jagjivan
Ram, when presenting the tentative
estimate for the full year 1962-63 so
as to facilitate, as far as possible, the
grant of proportionate supplies for
the first three months of the year,
made it clear that the estimate was
"on existing rates and fares and on
the present costs." He indicated, on
this basis, a surplus for the year of
about Rs. 13.16 crores, for credit
to the Development Fund; he added
that, as this would fall very much
short of the expenditure that will
have to be incurred in 1962-63 on
works chargeable to the Development
Fund, a temporary loan from General
Revenues was unavoidable unless the
Railway resources were augmented.
The amount of this loan, according to
the foregoing estimate, was shown in
the Explanatory Memorandum on the
Budget as Rs. 9.88 crores. Since then,
there has been a substantial increase
in the working expenses of the Rail-
ways as a result of the recent decision
of the Government enhancing the
dearness allowance payable to lower
paid Central Government employees.
The payment, covering the period from
1st November 1961 from which date
the enhancement of the dearness
allowance is to take effect, will amount
to Rs. 12.20 crores; this increased ex-
penditure, with the earnings on pre-
sent rates and fares, will virtually
wipe out the surplus of Rs. 13.16 crores

anticipated in the tentative estimates
for 1962-63 and thus increase the tem-
porary loan from General Revenues,
to finance the Railway Development
Fund, to over Rs. 22 crores. As ex-
plained in the White Paper on the
Railway Budget, loans similar in pur-
pose but for smaller amounts were
taken during the last three years of
the Second Plan period, by availing of
the provision in the "Railway Con-
vention" of 1954, which permits re-
course to such loans when necessary.
But these loans were liquidated in a
special manner, as suggested by the
Railway Convention Committee, 1960,
with the object of starting the Third
Plan period with a clean slate. It is
obviously neither desirable, nor prac-
tical, to take such loans year after
year, as will inevitably be necessary
if the Railway resources are not aug-
mented. Shri Jagjivan Ram, even in
his Budget Speech of February 1961,
had drawn attention to the fact that
there had been no increases in passen-
ger fares in the recent years and that
increases in freight rates had also not
kept pace with the increases in cost
of transport. It has to be remember-
ed that the Railways, on the one
hand, are required as a Commercial
Department to pay all levies such as
Customs Duty, Cess charges and
Excise Duty on coal, Sales Tax, munici-
pal tax on buildings, etc. (totalling
about Rs. 15 crores a year at present),
over and above the annual payment
of dividend to the General Revenues
at 4.25 per cent on increasing capital-
at-charge and Rs. 12.5 crores in lieu
of passenger fares tax; the Railways
are also required, on the other hand,
to make large indirect contributions to
the national economy in their role as
a public utility service.

3. It may be recalled in this con-
nection that the Railway Freight
Structure Enquiry Committee, in their
report of April 1957, had concluded,
after taking into consideration the cost
trends, that it was essential to revise
the then existing scale of freight rates
in an upward direction if the Railways
were to play the part expected of them
in a period of planned development