

and place their consolidated demand on the Joint Plant Committee. The materials received by them are sub-distributed to the individual units. Since there is no direct indenting on JPC by small scale units now, the question of deposit of any earnest money by them does not arise.

**Proposed Meet of Economic Experts of India and Burma**

8339. SHRI R. N. BARMAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a proposal of a meeting of economic experts of India and Burma in the near future;

(b) if so, whether a Central Minister will also be included in this meet; and

(c) the steps likely to be proposed in this meeting to increase the Indo-Burma trade which had shown a declining trend during the past 12 months?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) to (c). During Foreign Minister's visit to Burma on April 5 to 9, 1973, it was agreed that it would be desirable that the two countries should exchange delegations of experts in various fields, including the economic field, and that the work of reviewing and coordinating these activities might be entrusted to a Minister on each side. Under the above arrangements, it is proposed to review the present trade exchanges with a view to diversifying and increasing the volume of trade between the two countries.

12:05 hrs.

**CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE**

**REPORTED STRIKE BY STATION MASTERS ON THE WESTERN RAILWAY**

SHRI ARJUN SETHI (Bhadrak): Sir, I call the attention of the Minister of Railways to the following matter of urgent

public importance and I request that he may make a statement thereon:—

Reported strike by Railway Station Masters and Assistant Station Masters in the Western Railway.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Sir, on 17th April, 1973, Station Masters and Assistant Station Masters started reporting sick on Palampur-Ghandhidham section of the Ajmer Division of the Western Railway. This gradually spread to the other sections of that Division and also to the Divisions of Jaipur, Kota and Ratlam. The *modus-operandi* of the staff has been to report sick or to be absent from duty. It was found that, in many cases, when the staff went off duty, they were resorting to disconnections of control circuits as a result of which communications were cut off resulting in slow movement of traffic.

As many as 80 railway stations were closed in all, as all the concerned staff at the stations had absented themselves. Of these, 14 stations still remain closed in the Ratlam Division. The position now is normal in Kota Division and normal in Ajmer and Jaipur Divisions. In Ratlam Division, where staff started absenting in sympathy with those in Ajmer Division, absenteeism is continuing, and 114 Station Masters/Assistant Station Masters are absent. They are understood to be instigating similar action by loco running staff, who are directly connected with the running of trains. 63 loco running staff and 7 guards have also joined the movement.

Before commencing to be absent, the concerned staff of the Ajmer Division had advanced three demands of which two are considered to be without any substance and the third one is for cancellation of punishments already imposed on 6 employees. The Railway Administration is examining the individual cases on merits according to the Discipline and Appeal procedure.

As the hon. Members know, Ratlam Division is a key main line Broad Gauge route from Delhi to Bombay. The large-

scale absenteeism is posing a threat to the movement of vital traffic like petrol, kerosene oil, salt gypsum, foodgrains and fodder over important routes linking Gujarat, Rajasthan with Delhi, Haryana Punjab and UP. Thus, continuance of absenteeism will result in considerable slowing down of movement of vital traffic.

Apart from effect on the movement of goods traffic a total of 16 passenger trains at present remain totally or partially cancelled on this account.

In view of the adverse effects which the prolonged absenteeism will have I have no doubt that the Hon'ble Members of this House will join me in appealing to the staff to return to duty forthwith in the larger interests of the country.

**SHRI ARJUN SETHI** It is unfortunate that some of the railway employees of the Western Railway have resorted to a lightning strike while the country needs their services for movement of more trains specially to the scarcity hit areas of Gujarat, Maharashtra, etc.

It is stated that the current strike has not only affected the movement of food grains to the affected areas but it has also affected the movement of kerosene coal etc which has increased further the sufferings of the people in those areas. Whatever may be the demands of the station masters of the concerned Railway, I consider that the Railway Minister or the Railway administration should have taken a progressive attitude so that in this period of scarcity the movement of trains is not affected. The Railway administration and the Minister are quite well aware of the conditions of the people in those parts of the country. So it is most urgent on the part of the railway administration or the General Manager that they should have taken specific steps so that this lightning strike or the strike of the station masters and the problem which the country is now facing would not have arisen.

I know the difficulties of the Railway Minister. All sections of the House

know that he is dynamic and judicious in his approach. But I like to appeal to him that he should not or must not depend upon the bureaucracy especially in his Ministry. The bureaucracy or the top officers do not realise or do not know the latest position or as to what the grievances of the employees in all parts of the country are. That is why from Him I am told that when he affects both the people and also the railway employees. The country and the Government suffer loss of income and there is inadequate service to the people. In this statement he has said that there are three demands but he has mentioned only about one demand. What are the other demands? I want to know this from him. I am told that when the Station masters and Asstt Station masters wanted to meet the General Manager they were not given the opportunity, they were denied this opportunity. The Administration took all sort of measures to arrest these people. Is it a fact or not? He must clarify the position. What steps have been taken in the meantime in regard to the movement of trains in these sections? Are you looking into movement of these trains so that the sufferings of the people can be mitigated? Is it a fact that railway employees in other sections of the country have also threatened to go on strike if so demands are not met within a reasonable time? I would like to have answers to all these points from the hon Minister.

**SHRI L N MISHRA** There were three demands. About Gandhidham the position is prior to 1962 they had been posted for more than 2 years. But due to climatic conditions and want of medical facilities and educational facilities it has been ordered that the staff to be posted will be in posting there for about two years time. This is being demanded and they wanted this that two years provision should continue. It has not at all been withdrawn. Posting in the division is only for about two years. The figures are, for 1967, 27, for 1968, 17, for 1969, 44, for 1970 22 and for 1971, 9 39 in 1972 and one in 1973 have been transferred. The rest of them will also be transferred at the earliest opportunity.

This is their main demand. Not more than 2 years' posting is what they themselves wanted. So, the misapprehension that they will not be transferred has no basis.

Their second demand was, promotion should not be stationwise but only division-wise seniority. This also is being done. Promotion will be only division-wise.

Their third demand was about punishment awarded to ex-railway employees; they wanted the punishments to be withdrawn and on that point the Administration has already said that individual cases will be examined on merits. Certain explanations were called for from these people and as soon as they are received they will be examined on merits. If there is nothing against them in regard to acts of violence, sabotage, breach of safety rules, disobedience of operating orders, etc. we will see whether punishment can be withdrawn.

Then about meeting the General Manager and all that, nobody turned up to see the General Manager or the Divisional Superintendent concerned. One thing I would say. They belong to a Union which is not recognised. As you know, Sir, the system is that the General Manager talks to the representatives of the recognised unions but these people do not belong to the recognised union. Anyway, the Divisional Superintendent told them that if they wanted to make a representation to the General Manager he would be too glad to receive them. But nobody came to see the General Manager. We did not get the memorandum by post.

As regards arrests, only one person was arrested—one Mr. Pandey—and that too was protective arrest. He was released in the evening. Two persons were taken to the police office for interrogation and they were released at 6 O'clock in the evening.

**SHRI PILLOO MODY (Godhra):** Mr Speaker, Sir, having heard the hon. Minister one would imagine that there was 466 LS.—5.

no problem at all. Looking at the way he has explained it and made it appear that after all the administration is so reasonable, I do not know why these people are creating so much fuss. Yet, by his own admission, as a result of the action taken by the Station Masters we have had a situation in which so many commolities—which the hon. Minister has listed—found it difficult to move from place to place. As a matter of fact my valuable colleague, Shri H. M. Patel, who incidentally happened to be travelling was stranded for 6 hours somewhere between Nagda and Baroda. From that it appears that the Railways have a method of dealing with their staff problems which is not satisfactory. I would like to describe this sort of a dealing as escalation—something happens, the Railways react more sharply; the staff reacts even more sharply—and this sort of escalation goes on and small matters which could have been reasonably settled are left without any settlement at all. I will give you a small example as to what happened last year. I was at Nadiad which is a railway station in Gujarat and over there I received a complaint that according to rule they were allowed only one ticket clerk overnight. That ticket clerk was expected to be at a particular window all night long and at another window which was some 20 yards away also at the same time. He was supposed to answer queries and attend to one window as well as another window 20 yards away at the same time. Nobody with a modicum of sense and intelligence realised this could not happen. Yet, inspite of representations the position remained unsolved. This is merely by way of illustration about the manner in which the railways deal with the problems which any private company would deal with in exactly five minutes.

Now, we come to the more substantial problem of how a government should deal with essential services. We had a very bad experience about 4 years ago when there was a government employees strike throughout the country and the entire nation was paralysed. At that time, Sir, it was suggested by me and

[Shri Piloo Mody]

by my Party that we must devise methods by which we deal with staff problems connected with essential services, that they must be put on a special basis, and that we must find special procedures by which their grievances can be attended to expeditiously. Nothing has come out of that suggestion at all because nothing ever enters the head of this government.

Between the government and the Station Masters. I have no doubt in my mind, it is the Station Masters who are wise, more mature and more concerned about the nation and the national interest. Therefore, I would like to appeal to the Station Masters rather than the government that they should call off this strike and allow us to fight their battle with the government instead of holding the nation to ransom. Therefore, I would like to appeal to the hon. Minister even at this late hour—he has been paid so many compliments around the House and elsewhere and outside and in Bihar and at the Centre, he has been called dynamic and energetic, he is being called a tornado and all manner of things, and he is also being called the big boss of Bihar and what have you—I would like to ask the hon. Minister whether he would not like to exercise all his energy and the powers that he enjoys in seeing that at least in the railways, he will devise some methods of dealing with staff problems in an expeditious manner and on a humane scale.

The other thing that I would like to ask him is this. Out of the three demands, two were without any substance and the third one was only slightly being delayed; according to him there is no problem, because the two demands are without any substance and the third one is a matter of procedure and time which will be easily solved. So, even at this stage, when foodgrains, fuel, fodder, kerosene and petrol and so on are not moving towards one half of our country, the hon. Minister at the top still thinks that there is no problem. Therefore, I would appeal to him to go into it and find out what the problem is. I do not

believe that people are so unreasonable that they will paralyse and hold half the country to ransom while at the top, if as he still believes, there is no problem at all. So, let him kindly go down and find out what the problem is, and I would like to know from him whether he is prepared to do that.

SHRI L. N. MISHRA: I never said that there was no problem. There is a problem and we are very much concerned about it. What I said was this. First, I would say that I agree with the hon. Member that we should have some expeditious machinery to solve disputes of the workers in the railways. We have a special machinery in the railways, not set up by me but set up by my predecessors that at the Railway Board's level, the representatives of the recognised unions sit with the Board and take decisions at the highest level. This is also the position in the railways. I have been in other Ministries also, but in the railways, perhaps, the present arrangement is the best possible arrangement. But there is scope for improvement, there is no doubt about it, and I shall try my best to see if some improvement can be brought about. The question here is this. So far as the demands are concerned, I have already indicated what the factual position is. Firstly, they wanted that they should be transferred after two years. I said that that would continue and they would be transferred. Out of 62, about 48 have been transferred, and fourteen people are still there, and their cases are still under consideration and they will be transferred.

Then, they did not like promotion on a station-wise basis but on a division-wise basis. It continues on a division-wise basis. Possibly, there is some misapprehension in their minds. It has been indicated to them that it continues on a division-wise basis.

Their grievance was about the punishment to the six station masters. I said that their cases were being examined on individual basis. So far as my part is concerned, if Shri Piloo Mody had

cared to see the papers, he would have noticed that when I went to Bombay and I heard about this strike, no approach was made to me by the workers, but on my own, I offered my cooperation to them and appealed to them that I was prepared to talk to them. Yesterday, some of these people came to my office and I had discussions with them; then I sent for the Member (Staff) and put them together, and they worked for two or three hours and they were asked what their problem was and they stated what their problems were. Since they have known the position, I believe, as I have appealed today, perhaps this strike will most likely be called off. They are reasonable people, and I agree with my hon. friend that station masters are responsible and reasonable people and they will call off their strike.

About fighting the battle on behalf of the station masters, I would say that we do not want to fight a battle with our own employees. They are our own tools. If I fight with my own tools, I cannot succeed in my work. Therefore, I shall be the last man to fight with my own tools.

SHRI PILOO MODY: After this assurance, the strike should be called off.

SHRI L N MISHRA: I shall be happy.

श्री हुकुम चन्द्र कच्छबाय (मरैना) : अध्यक्ष महोदय, माननीय मंत्री जी ने जो वक्तव्य दिया है और जो प्रश्नों के उत्तर दिये हैं मैंने उन को बड़े ध्यान से सुना है। मंत्री महोदय ने बड़ी चतुराई के साथ इस सदन को गमराह करने का प्रयास किया है। अभी उन्होंने एक बात कही। यह स्टेशन मास्टर डी एस से मिलना चाहते थे, पर उन्हें उन से मिलने का अधिकार नहीं है। जो मान्यता-प्राप्त मनिवर्स हैं, जिन का कर्मचारियों के अन्दर कोई अस्तित्व नहीं है,

जिन में कर्मचारियों को विश्वास नहीं है, उस के लोगों की बड़े अफसर, जैसे डी एस और जी एम, परवरिश करते हैं और उन को सहारा देते हैं। भूतपूर्व रेलवे मंत्री ने इसी सदन में एक बात कही थी कि जिस यूनियन की 15 प्रतिशत सदस्यता होगी उस को मान्यता दी जायेगी। मैं जानना चाहता हूँ कि यह जो आश्वासन दिया गया था उस को कितना कार्यान्वित किया गया है, और नहीं किया गया है तो उस के मूल कारण क्या है? इस की ठीक जानकारी मंत्री महोदय हम को दें।

यह हड़ताल अनायाम ही नहीं हुई है। जिन लोगों ने यह हड़ताल की वह बहुत पढ़े लिखे और बुद्धिजीवी लोग हैं। ऐसी बात नहीं है कि कोई उन को उभार दे और वह हड़ताल पर चले जायें। उन की अपनी समस्याएँ पिछले अनेक दिनों से बनी हुई हैं और इस सम्बन्ध में वह अफसरों से मिलने का प्रयास करते रहे मगर अफसरों ने उन को मौका नहीं दिया। आज मंत्री महोदय से एक बात कही है कि दो साल तक उन्हें एक स्थान पर रक्खा जा सकता है—गाधी-ग्राम में। भेग कहना है कि एक साल की व्यवस्था है। मैं समझता हूँ कि शायद मंत्री महोदय को जानकारी नहीं है। वह अपने दफ्तर से पूछवा लें। मैं उन के दफ्तर की जानकारी दे रहा हूँ। पता नहीं वह कहां से जानकारी ले कर आये हैं। नवम्बर, 1972 में रेलवे मंत्री द्वारा इस सदन में घोषणा की गई थी। लेकिन स्थानान्तर के सम्बन्ध में, स्टेशन मास्टरों के वर्गीकरण के सम्बन्ध में आज भी कोई डिवीजन नियमों का पालन नहीं कर रहा है रेलवे बोर्ड से आदेश जाता है, लेकिन न जी एम आफिस पालन करता है न डी एस आफिस पालन करता है और वह काफी दिनों से अब तक खटाई में पड़े हुए हैं इस से लोगों में उत्तेजना फैलती है और अशांति फैलती है।

### [श्री हुकुम शब्द कछवाय]

श्री मंत्री महोदय ने अपने वक्तव्य में कहा है कि कुछ और स्थानों में हड़ताल फैल गई है। मेरा कहना है कि न जयपुर में हड़ताल फैली है और न कोटा मंडल में फैली है। वह केवल अजमेर और रतलाम से फैली है। लेकिन उन के स्थान पर अनट्रेन्ड लोगों से काम लिया गया। पोर्टरों और सिग्नलमैनों तथा नीचे के लोगों से काम लिया गया जिन को इस काम की जानकारी नहीं है। इस का परिणाम वह हुआ कि कोटा में पोर्टर ने लाइन क्लिअर दिया। गाड़ी आई और डीजल से टकराई। डीजल चलाने वाला जो था वह घटनास्थल पर तत्काल मर गया। उस को आप ने तत्काल 500 रु० दिये। लेकिन एक कर्मचारी की मौत की कीमत क्या आप 500 रु० ही मानते हैं? उस के परिवार में पांच सदस्य हैं। क्या हर व्यक्ति को 100 रु० ही देंगे? उस की पत्नी को आप ने क्या दिया है? मेरा कहना है कि उस को भरपूर मुआवजा मिलना चाहिये। साथ ही उस परिवार के किसी एक सदस्य को रेलवे में स्थान दिया जाना चाहिये। उस कर्मचारी का नाम है कन्हैया लाल। जिन लोगों ने इस प्रकार के गलत आदेश दिये हैं, जिन लोगों ने इन अनट्रेन्ड आदमियों को काम पर रखा है और उन से काम लिया है, इस की जवाबदारी उन्हीं लोगों पर होनी चाहिये। मैं जानना चाहता हूँ कि आप उन के खिलाफ कौन सी कार्रवाई करने जा रहे हैं।

एक और बात कही गई है कि जो स्टेशन मास्टर मेडिकल छूट्टी पर हैं उन की जांच करवाई जायेगी रेलवे डाक्टर द्वारा। अगर वह सही पाये गये तो उन के खिलाफ कुछ नहीं किया जायेगा, अन्यथा उन के खिलाफ कार्रवाई की जायेगी। यह बदले की भावना है। आप का स्तर बहुत ऊंचा है। आप उदार हृदय के हैं। आप उदार बनिये और इस प्रकार की भावना मत रखिये। आप उन के साथ उदारता के साथ व्यवहार कीजिए

और जिन लोगों को आप ने निकाला है उन्हें काम पर वापस लीजिये। उन के खिलाफ जो कार्रवाई की जा रही है उस को स्थगित कीजिये और जो उन की वाजिब मांगें हैं उन को तत्काल स्वीकार कीजिये।

इसी के साथ मेरा सीधा कहना है कि जिन लोगों ने यह सारा काम किया है वह ऐसे लोग हैं, ऐसी संस्था के हैं जिन को मान्यता नहीं दी गई है। जिन लोगों ने कार्रवाई की है या इस के पीछे जो संगठन है मैं उन से भली भाँति परिचित हूँ। रेलवे के अन्दर ऐसे बहुत से संगठन हैं जिन को मान्यता मिलनी चाहिये। सरकार ने ऐसी यूनियनों को मान्यता दी है, जिन की सदस्य-संख्या शून्य के समान है—कुछ भी नहीं है। रेलवे में आम तौर पर झगड़ा मान्यता को ले कर होता है, जिन यूनियनों की सदस्य-संख्या अधिक है, उन की अवहेलना की जाती है। जिन यूनियनों के सदस्य थोड़े हैं—जिन के सदस्य केवल कागज पर हैं, लेकिन जो अफसरों के हाथों में बिकी हुई हैं, जो उन के इशारों पर काम करती हैं, सरकार उन की बात सुनती है। यही मूल कारण है, जिस से लोगों में उत्तेजना फैलती है। इस सम्बन्ध में मुझे दो तार मिले हैं, जिन में नाना प्रकार की बातें कही गई हैं।

मंत्री महोदय ने स्वीकार किया है कि कुछ स्टेशन बन्द हैं और 132 स्टेशन मास्टर हड़ताल पर हैं, यद्यपि उन्होंने इस संख्या को काट कर 114 कर दिया है। स्थिति यह है कि खांडवा से ले कर अजमेर तक सारा मीटरगेज पूर्णतः बन्द है और वहाँ सारा काम ठप्प पड़ा हुआ है, जिस से लोगों को बहुत परेशानी हो रही है।

मैं चाहता हूँ कि मैंने जो मुद्दे उठाये हैं, मंत्री महोदय उस का उत्तर दें और जिन समस्याओं का मैं ने जिक्र किया है, वह उन को सहानुभूतिपूर्वक सुलझाने का प्रयत्न करें।

श्री एल० एन० मिश्र : अध्यक्ष महोदय, जहाँ तक सहानुभूति का प्रश्न है, इस में कोई

दो रातों नहीं हैं। हम सब समस्याओं को सहानुभूतिपूर्वक हल करना चाहते हैं। माननीय सदस्य ने कहा है कि मैंने बम्बई में कहा कि ड्रम डाक्टरों का सर्टिफिकेट देखेंगे। (व्यवधान) यह गलत है। मैंने यह बात नहीं कही है। डाक्टर का सर्टिफिकेट लाने की बात कहना मेरे स्वभाव से बाहर की बात है। मुझे उससे कोई मतलब नहीं है।

माननीय सदस्य ने कहा है कि पिछले रेल मंत्री ने कहा था कि अगर किसी यूनियन की मेम्बरशिप 15 परसेंट होगी, तो उस को रेकगनाइज कर लिया जायेगा। जहां तक मुझे स्मरण है, नैनीताल में 12 वीं इंडियन लेबर काफरेस में यह फैसला हुआ था—उस वक्त श्री नन्दा मंत्री थे और उस फैसले का सम्बन्ध लेबर मिनिसट्री से था—कि जिन यूनियनों की 15 प्रतिशत मदस्यता होगी, उन को मान्यता मिलनी चाहिए। श्री इन्द्रजीत गुप्त इस बारे में जानते होंगे। रेलवे मंत्रालय ने अभी तक आई० सी० एल० की इस रिक-मेडेशन को नहीं माना है।

हम वक्त दो रेकगनाइज्ड आल-इंडिया यूनियन्स हैं। अगर हम कोई तीसरी यूनियन खड़ी करते हैं, तो हम मुसीबत में पड़ जायेंगे। यह गलत होगा और इससे झगड़े बढ़ेंगे। इसलिए हम ऐसा नहीं करना चाहते हैं। हम तीसरी यूनियन खड़ी कर के मजदूरों को आपस में लड़ाना नहीं चाहते हैं। श्री रामावनार शास्त्री की यूनियन भी आल-इंडिया यूनियन है। ये लोग उन के साथ मिल जायें।

श्री रामावतार शास्त्री (पटना) हम चाहते हैं कि आप सब यूनियनों को डिजाइन्ड कर दें और सीक्रेट वैनट से इलैक्शन करायें। हम उसके लिए तैयार हैं।

श्री एल० एन० मिश्र श्री कछवाय ने एक्सपेक्ट की बात कही है। जो भावमी कट कर मर गया, हमने उसके परिवार को

तत्काल 500 रूपया मुभावजा दे दिया है। इस सम्बन्ध में जो उचित मुभावजा होना चाहिए, वह उन को मिलेगा।

अभी तक 80 स्टेशन बन्द थे। लेकिन अजमेर के 23 स्टेशन, जयपुर के 22 स्टेशन और रतलाम के 35 स्टेशन में से 21 स्टेशन चलने शुरू हो गई हैं। 14 गाड़िया अभी बन्द हैं। मुझे आशा है कि माननीय सदस्यों के सहयोग से बाकी 14 गाड़िया भी चलने लगेंगी।

जैसा कि मैंने कहा है, उन की तीन भागों में से दो भागों में कोई तथ्य नहीं है। उन लोगों को गलतफहमी हो गई है कि उन के तबादले नहीं हो रहे हैं या प्रीमोशन नहीं हो रहे हैं। जहां तक छ स्टेशन मास्ट्रो को मजा देने की बात है, मैंने कहा है कि हम एक एक केस को महानुभूतिपूर्वक देखेंगे

श्री हुकम चन्द कछवाय मंत्री महोदय ने इस बात का जवाब नहीं दिया है कि उन लोगों के साथ दुर्व्यहार किया जा रहा है उन को सजा दी जा रही है उन को काम पर नहीं लिया गया है और उनके साथ बदले की भावना से काम लिया जा रहा है।

श्री एल० एन० मिश्र। वे सिनीयर आफिसर हैं। उनके साथ दुर्व्यहार कैसे हो सकता है? मैंने कहा है कि अगर वायलेस या कान्सपीरेसी बर्गूरह की बात नहीं हुई होगी, तो हम एक एक केस को देख कर खत्म कर देंगे।

श्री हुकम चन्द कछवाय कि अधिकारी उन लोगों से नहीं मिलते हैं, इसीलिए उत्तेजना फैलती है। अगर अधिकारी उनसे मिल लेते, तो यह समस्या न पैदा होती। मंत्री महोदय ने इसके बारे में कुछ नहीं कहा है। वह आदेश दें कि अधिकारी सम्बन्धित लोगों से मिल कर बातचीत किया करें।

**SHRI SHYAM SUNDER MOHA-PATRA (Balasore):** Mr. Speaker, Sir, our Government has been no doubt confronted with a very serious problem. I am now reminded of a parallel situation in Russia during Stalin's time. I was reading a book written by Shri B. Mukerjee, a great journalist. There was a railway trouble there. Primarily the Assistant Station Masters and Station Masters or whoever they were were responsible. Their wardens were not allowing the movement of trains. In some parts of Russia, at that time, there was famine. But Stalin was informed by some Secret Service men about this. He ordered to shoot at the Station Masters. But, we cannot do that in a democracy like our country under the leadership of Shrimati Indira Gandhi. Our policy is to please everybody and to take the recalcitrant officials to task if need be.

Sir, I shall now bring before the hon. Minister one salient feature of the Railway Administration. Whenever any officer has been found guilty, they have been very lenient to him. The other day, while I was speaking on the Railway Budget, I brought it to the notice of the hon. Minister that the General Manager of the South Eastern Railways was primarily responsible for the death of the two workers. Could he not be suspended on the spot? He said 'No'. What action has been initiated against him? If this is not done, how can you expect to boost the morale of the workers? I say that the Government must set an example by showing that they are not for bureaucracy. Government primarily depends on the good wishes of the workers. If this can be done by Government, then the workers too would be with the Government. Could these Assistant Station Masters be arrested, and could not the General Manager of the South Eastern Railways be arrested on the spot?

The country is facing a grave problem. The other day there was a mass rally organised by the railwaymen. They wanted bonus to be included in the schedule. They also wanted change in the recommendations of the Pay Commission. Some 18,000 people have threatened a general strike all over the country. 27,000 Assistant Station Masters and Station

Masters too have threatened to go on strike. Last time while I was going to Orissa, at the Howrah Station I was held up because the loco drivers created some trouble. As a result, the passenger train which was to leave at 8-30 left at about 12 or so. When there is such a trouble, the Government must try to know the psychology of the workers. They should see that good labour-management relations are maintained. Otherwise, it will be a hyperbole to say that we can bring about a change in the social structure. Government should think of bringing about management labour relations on a socialistic basis. The Government should not only depend upon the recognised unions but also on unrecognised trade unions. I am saying this as a trade union leader. When a situation arises, then even the unrecognised unions should be taken into confidence. The Minister should have no illusion and must try to talk to them. In such an emergency, the Minister should see that he runs to the spot and talks to the labour leader and tries to have a rapport between the workers and the Government so as to solve this problem.

**SHRI L. N. MISHRA:** Two questions have been raised. One is about the arrest of one Mr. Pandey. I have already said that he was taken into protective custody and released on bail the same evening. The other question is about talking to unrecognised unions. Our policy is not to encourage mushroom growth of trade unions as that will be against the interests of the workers. It is time the workers united and no mushroom growth of trade unions should take place. So, I am not going to give this assurance that I will not talk to unrecognised unions. My effort is to talk only to recognised unions.

12.41 hrs.

RE: MOTION FOR ADJOURNMENT  
APPOINTMENT OF CHIEF JUSTICE  
OF INDIA

श्री अटल बिहारी वाजपेयी (ग्वालियर):  
प्रध्यक्ष महोदय, हमने सुप्रीम कोर्ट के मामले में ऐडजर्नमेंट मोशन दिया हुआ है। आप ने हमें खबर दी है कि आप कामरोको प्रस्ताव स्वीकार नहीं कर रहे हैं। शायद आप 377 के